Vol. 17, No. 7 January, 1975

Transit-Times

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INSTITUTE OF GOVERNMENTAL
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FEB 13 1975
UNIVERSITY OF CALIFORNIA

Exploratory talks for minimal bus service Underway in central Costra Costa County

Our 'Stockholders' Write

My children and I traveled by AC Transit bus out to the Coliseum yesterday to buy some tickets. It was a longer trip than I had anticipated, but it was certainly made easier and more pleasant by the driver, *Emanuel Johnson*. He was so courteous and helpful to us and to so many other passengers traveling with him.

It is just a real pleasure to see someone dealing with the public in such a cheerful and concerned manner.

I'm sure all your bus drivers are just as pleasant. But I do want to pass along our appreciation for this particular one and commend him for a job well done.

Mrs. J. L. Lay
Alameda

* * *

I am writing to thank you for operator *Theodore Pate*. He is such a pleasant and helpful young man and so nice to senior citizens.

He always waits until we are safely on the bus and sitting down before he leaves the curb. He is certainly one of the nicest drivers you have.

Mrs. D.A. Johnson
Berkeley

* * *

May I tell you that your driver *Ken Jackson* is a very fine man.

He is always friendly to everybody and does really an excellent job.

He really deserves to be commended.

Hartwig Heymann
Berkeley

* * *

I was going to report this by phone, but had to go out of town for a few days. This man drove very fast. He passed people up at stops. More importantly, he went through two stop signs, with no hesitating....

I ride all the time, so I feel you don't know these things and you aren't told.

Mrs. R. Smith
Oakland

(Our drivers undergo extensive training and are required to rigidly abide by the rules of the road. You have provided us with sufficient information to properly identify the driver. He has been reinstructed and we have taken corrective action—Ed.)

* * *

I would like to commend your driver *L. D. Wright* for his courtesy and handling of his bus.

D. R. Thyme
Oakland

* * *

A funny thing happened on the way to work this morning. We could see our breath on coach 2013.

While we are resigned to catching all the current viruses brought aboard AC Transit, we think this chill factor unduly increases our susceptibility.

Please, Santa, could we have a bus with a heater for Christmas.

Don't put it in our stockings. We need it on schedule 38 on the N Line.

Thanking you, we remain, chilled to the bone but still in the spirit of the season.

Your very loyal commuters.

Bonnie Peterson
San Leandro

(Our Maintenance Department played Santa Claus for you and immediately fixed a defective heating element.—Ed.)

OATH TAKING—Judge Robert Fairwell, left, administers the oath of office to four AC Transit directors while three others, still in mid-term, watch. Directors being installed for four-year terms are, from left: William J. Bettencourt, Kimi Fujii, John McDonnell and the newest member, Chester J. McGuire Jr. Watching, back row, from left, are: Roy Nakadegawa, Ray Rinehart and William Berk.

Kimi Fujii new board president

Kimiko "Kimi" Fujii of Hayward is the new president of the AC Transit Board of Directors.

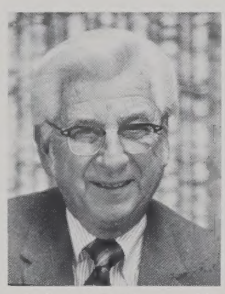
The first woman member of the board, Miss Fujii served two terms as vice president prior to moving into the top job this month.

John McDonnell of Oakland, a member of the board since AC Transit was created by voters in November, 1956, is the new vice president. An East Bay businessman and civic leader, McDonnell was board president in 1967 and 1968.

Kimi Fujii

Before election of officers at the first meeting of the year on January 8, four board members had their oaths of office administered by Municipal Court Judge Robert Fairwell.

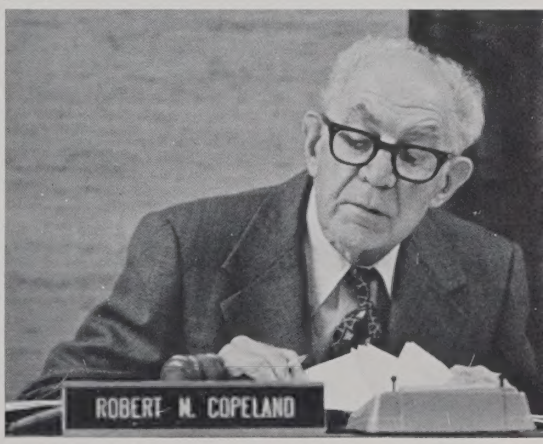
Taking oaths as the result of election victories last November were: William J. Bettencourt of San Leandro, board president for the past two years; Miss Fujii and McDonnell. Joining the board as the newest director was Chester C. McGuire of Berkeley.



John McDonnell

Miss Fujii was appointed to the board in April, 1972, to fill out the remainder of the term of the late E. Guy Warren of Hayward. She campaigned for a full, four-year term and was elected by voters last November, receiving a substantial majority of votes cast.

Associated with her family's wholesale florist nursery and its retail outlet in Hayward, Miss Fujii is active in a number of community betterment projects.



LAST MEETING—Col. Robert M. Copeland presided over the final 1974 meeting of the Board of Directors as a gesture of honor by his fellow directors, who also adopted a resolution of appreciation for his 18 years of service. Copeland previously decided not to seek another term on the board.

Meetings held with central Contra Costa County Representatives to explore transit solutions

A series of meetings with representatives of central Contra Costa County cities has been launched to see how AC Transit can be of help in meeting local public transportation needs.

Joint discussions involve inauguration of minimal bus service which could be financed from existing taxation in areas involved.

Funds from retail sales taxes currently being collected for transit purposes could pay 75 percent of operating costs, provided service is implemented through an existing transit agency.

In meetings held in Concord, Pleasant Hill and Walnut Creek, talks have centered around the cost of operating service, routing and schedules, Alan L. Bingham, general manager of AC Transit said.

The transit executive, in discussions with community leaders, has emphasized AC Transit's policy of offering assistance to communities seeking help in getting bus service inaugurated.

The district now has surplus buses and can supply bus service within a short time period to any of the cities which want it, Bingham said.

THE COVER—An aerial photo by Pacific Resources, Inc., illustrates the magnitude of providing local bus service in burgeoning areas such as central Contra Costa County. Involved in current transit planning for minimal bus systems are: Concord in foreground, Pleasant Hill in center, and Walnut Creek to the left.

Although final decisions remain with local governmental bodies, AC Transit has had a long standing policy of cooperating fully with implementation of public transportation systems in areas of Contra Costa and Alameda counties which are outside District boundaries.

Plans for minimal bus service to meet some local transit needs were advanced after voters in central Contra Costa County defeated a measure for a fixed route and a Dial-A-Ride system which would have been funded primarily through increased property taxes.

Discussions also are planned in the future with representatives from other Contra Costa County communities and the Livermore-Pleasanton area of Alameda County.

Bay Bridge tolls For buses reduced

A decision by the California Toll Bridge Authority to grant free daily passage across the Oakland-San Francisco Bay Bridge during peak commute hours will result in estimated savings of $16,000 per year for AC Transit.

The partial elimination of bridge tolls will begin March 1.

The decision by the Authority will allow all buses, plus cars with three or more occupants, to use the bridge at no charge from 6 to 9 a.m. and from 3:30 to 6:30 p.m., weekdays.

During a normal year AC Transit spends approximately $28,600 for tolls. Under the new ruling, cost estimates for one year of tolls would be $12,600.

When the decision goes into effect it will be the first time vehicles have crossed the bridge without paying tolls since the bridge opened on November 11, 1936.

Safe-driving goal topped

Drivers at Emeryville and Seminary divisions, as well as Dial-A-Ride operators in Richmond, topped the safe-driving goal during December.

The best record for the month was 16,909 miles per accident scored by Emeryville drivers.

"Borax" Smith sculpture

Buried bust is recovered after 40 years

A bas relief sculpture of Francis M. "Borax" Smith, which lay buried and forgotten for more than four decades, has been recovered and presented to the railroad museum in Rio Vista, California. Smith is credited with founding the Key Route, an antecedent company of AC Transit.

The sculpture, one of two cast in 1933, was buried by the artist to test an ageing process. The artist forgot about the buried work until a railfan, Ray Hannah, of Hayward, jogged his memory.

The original sculpture formed part of a plaque marking the 30th anniversary of the first train to operate from Berkeley station, connecting with the ferry Yerba Buena to San Francisco.

The memorial plaque was presented to Key System on Oct. 24, 1933, and hung in the transit system's general offices until April, 1963. By then, Key System had been replaced by AC Transit, which was in the process of moving to current general offices in the Latham Square Building.

Plaque Disappeared

The 60 pound plaque disappeared in the move and, despite the offer of a reward, never has been found. Rumors that the plaque still was in the basement of the old Key System headquarters were checked out, but a thorough search failed to uncover it.

The second sculpture might have remained buried forever had it not been for some detective work on Hannah's part.

Hannah ran across a photo of the plaque and noticed the name of William Huff as the sculptor. The name sounded familiar to Hannah who was certain Huff had been a co-worker with him at the Alameda Naval Air Station a few years back.

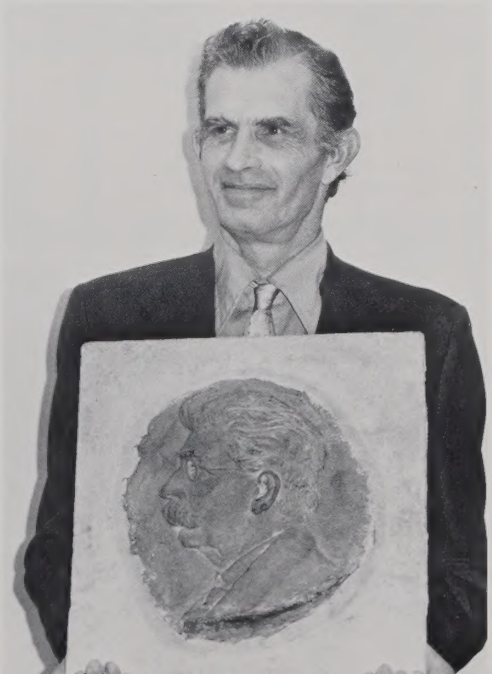
Hannah went searching for Huff and found him living in retirement in Contra Costa County.

It was only after Hannah asked Huff about the sculpture that the artist remembered he had made two castings and buried one in the back yard of his then home in Berkeley.

Huff went back to his former home and dug up the bas relief bust of Smith from where it had lain buried for more than 41 years.

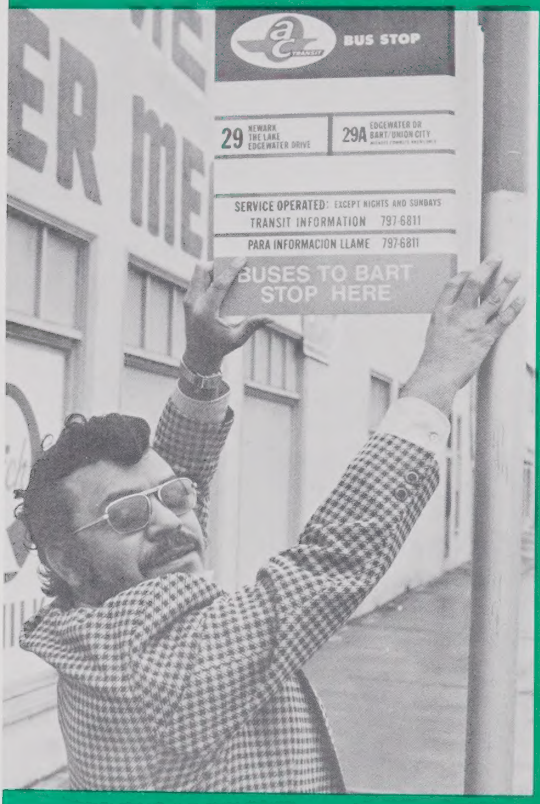
He presented it to Hannah who, in turn, presented it to the Bay Area Electric Railway Association which has since installed it at the museum.

"Borax" Smith, who made his fortune in the borax mines of California and Nevada, started a unified transit system in the late 1890's by consolidating a number of small, disconnected transit lines.



"BORAX" BUST RECOVERED—Ray Hannah of Hayward holds the bas relief bust of Francis M. "Borax" Smith which had been buried more than 40 years.

MILLION MILE BUSES—Coaches 137 and 138 are the first AC Transit buses with more than one million miles of service. They operate out of Seminary Division on transbay runs.


BUS STOP
29 NEWARK THE LAKE EDGEWATER DRIVE
29A EDGEWATER DR BART/UNION CITY
SERVICE OPERATED: EXCEPT NIGHTS AND SUNDAYS
TRANSIT INFORMATION 797-6811
PARA INFORMACION LLAME 797-6811
BUSES TO BART STOP HERE

SPANISH LANGUAGE SIGNS—Newark City Councilman Louis Cortez points to the sentence which tells Spanish-speaking citizens of Newark where to call for information. The phrase appears on all pole signs in Newark.

FROSTIE AND FRIEND—It was love at first sight when this young man saw "Frostie the Snowman" entertaining at AC Transit's Christmas Party for commuters in the Transbay Terminal last month.

SHELTERS GOING UP—Passenger shelters such as this one are being installed at 25 East Bay locations to provide protection from bad weather. The one to the left is near St. Rose Hospital in Hayward.

Promotions — Appointments

Transportation

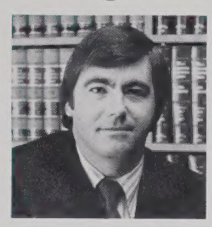
Loren A. Ball *has been appointed to the newly created position of assistant transportation manager.*

Ben F. Williams *has been appointed to the position of chief supervisor—assistant superintendent.*

William F. Schmid *has been promoted from supervisor to central dispatcher.*

New Supervisors: *the following have been appointed to the position of transportation supervisor:* **Eugene L. Cota, Calvin E. Grimes, James E. Jeffries, Andrew L. Lemons, Homer J. Metzger, Walter D. Montgomery, Sylvester L. Mosley, Richard D. Mudrick, Joseph J. Mullen and Wayne Onizuka.**

Legal



Dan Ready *has been appointed assistant trial attorney.*

Personnel

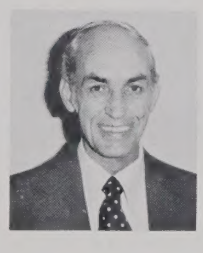
John W. Rose *has been promoted to affirmative action supervisor.*

Joan Thome *has been appointed supervisor-personnel department.*

Melody Van *has been appointed personnel analyst.*

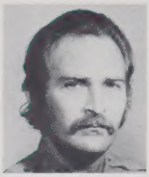
Safety and Training

Stanley O. Pearce *has been promoted to the position of superintendent of safety and training.*



Instructor **Stan B. Hodge** *has been promoted to the position of chief training instructor.*

Ben Davis Jr. *has been promoted from temporary to permanent training instructor.*



Rodney F. Angel
Transportation
Seminary

Gwendolyn E. Bellard
Transportation
Emeryville

Emerson W. Bonds, Jr.
Transportation
Emeryville

"T.J." Raymond Calhoun
Transportation
Seminary

Joe Ann Ciccolo
Transportation
Emeryville

Isiah Cummings
Transportation
Richmond

Albert DeNurra
Maintenance
Emeryville

Thomas E. Despot
Transportation
Seminary

Alvin A. Dutra
Transporation
Seminary

Mark A. Erickson
Treasury
General Office

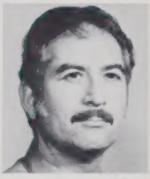
Paul Gomez
Transportation
Seminary

Norman Grant
Transportation
Emeryville

Garrett D. Holt
Transportation
Richmond

Dennis A. Houghtelling
Maintenance
Seminary

Velda L. Housley
Dial-A-Ride
Richmond



Vernon M. Kaplan
Transportation
Seminary

James P. Kingwell
Treasury
General Office

Carlos C. Martinez
Transportation
Seminary

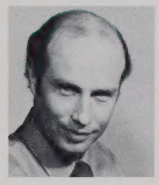
Eugene Martinez
Transportation
Richmond

Walton E. Massey
Transportation
Seminary

Richard L. Miller
Maintenance
Richmond

NEW EMPLOYEES

AC Transit welcomed these new workers in October, November and December



Daniel W. DeWitt
Transportation
Richmond

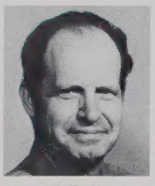
John M. Dillon
Transportation
Seminary

Lola C. Downs
Transportation
Seminary

Ezell Drumgoole
Transportation
Seminary

Dorothy Guntrup
Transportation
Richmond

Carolyn M. Gwin
Training Dept.
Seminary



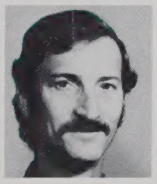
Harold E. Hagler
Transportation
Richmond

Broderick C. Haile
Maintenance
Seminary

Michael T. Henaghan
Transportation
Seminary

Dortha J. Kolar
Transportation
Seminary

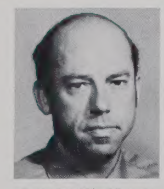
Eunice V. Logan
Transportation
Emeryville



Gene L. Louthan
Transportation
Seminary

Joseph C. Lyon
Transportation
Seminary

Karen K. Montoya
Schedules
General Office



Gerald W. Morris
Transportation
Emeryville

Bettie J. Mukes
Transportation
Richmond

Dennis Murray
Transportation
Seminary

Carol A. Owsley
Schedules
General Office

(Continued on Page 10)

(Continued from Page 9)

NEW EMPLOYEES

AC Transit also welcomed these new workers in October, November and December

Arturo D. Placencia
Transportation
Emeryville

Jane L. Powell
Maintenance
Seminary

Jesse Presley
Treasury
General Office

Ben Pruitt
Transportation
Seminary

Willie Red
Transportation
Emeryville

August A. Reuschel
Maintenance
Seminary

Bruce A. Schiff
Transportation
Richmond

Delbert E. Schrimsher
Transportation
Seminary

Russell M. Segure
Schedules
General Office

Vivian L. Smith
Transportation
Emeryville

Jamal A. Sultan
Transportation
Emeryville

Clayton D. Teske
Transportation
Richmond

Peter P. Thome
Purchasing
Emeryville

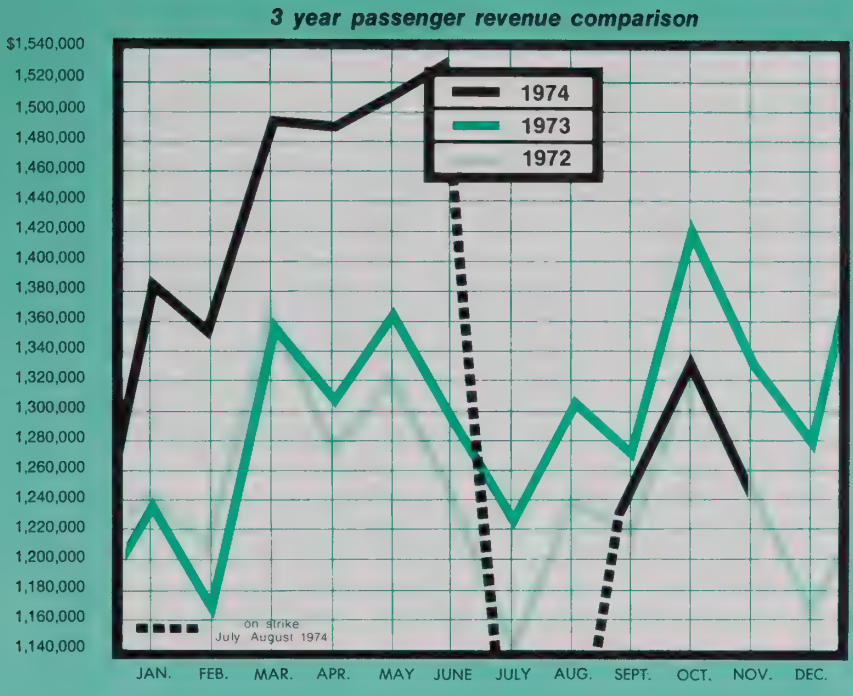
Daniel M. Treadwell
Transportation
Seminary

Clawson Wallace
Transportation
Emeryville

Willia G. Weatherly
Transportation
Emeryville

Gloria J. Williams
Transportation
Emeryville

Frederick M. Yells
Transportation
Seminary



November figures down from last year

Revenue and patronage totals for November were down from November of a year ago; however, the losses were on the transbay lines only — gains were registered on East Bay lines.

Total passenger revenue for November was $1,238,335, down $79,216 or 6.0 percent below the $1,317,551 collected during November, 1973. Transbay revenue of $540,799 was down $122,173 or 18.4 percent below the $662,972 dropped into fare boxes a year ago. East Bay revenue, however, was $697,536, up $42,957 or 6.6 percent above the $654,579 collected during November, 1973.

Commute book sales dropped 36.7 percent to $197,046, down $114,083 from sales of $311,129 during the same month last year.

AC Transit buses carried 4,310,429 passengers during November, down 148,881 riders, or 3.3 percent, from the 4,459,310 carried during the month of November, 1973. Passenger losses were recorded on transbay lines, where patronage dropped 354,805 or 25.8 percent, down to 1,021,852 from the 1,376,657 who rode during the same month a year earlier. On East Bay lines, however, patronage for the month totaled 3,288,577, up 205,924 or 6.7 percent above the November, 1973, figure of 3,082,653.

AC Transit operated 2,249,406 miles of service during November, an increase of 11,016 miles or 0.5 percent above the November, 1973, mileage of 2,238,390.

Nationally, the transit industry indicated an increase in revenue passengers of 1.04 percent.

Actions of the Board

At an adjourned regular meeting December 26, the Board of Directors:

• Adopted resolution creating Special Transit Service District Number 2, on motion of Director McDonnell.

• Adopted resolution expressing appreciation and best wishes to Director Copeland upon the occasion of his retirement, on motion of Director Berk. (See story, Pg. 3)

• Granted General Manager authority to exercise option for 16 additional mobile radios, on motion of Director Rinehart.

• Authorized General Manager to advertise and seek bids for bus transfers and identification checks, on motion of President Bettencourt.

• Continued extension of Dial-A-Ride service to El Portal Shopping Center for indefinite period, on motion of Director Nakadegawa.

• Reclassified and authorized 31 positions, on motion of Director Rinehart.

* * *

At a regular meeting January 8, the Board of Directors:

• Elected Kimi Fujii as president, on motion of Director Rinehart. (See story, Pg. 3)

• Elected John McDonnell as vice-president, on motion of Director Berk. (See story, Pg. 3)

Transit-Times

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Telephone (415) 654-7878

Joseph McCord, Editor

BOARD OF DIRECTORS

KIMI FUJII ..... President
Ward V
JOHN McDONNELL ..... Vice President
Ward III
CHESTER C. McGUIRE, JR ..... Director at Large
RAY RINEHART ..... Director at Large
ROY NAKADEGAWA ..... Ward I
WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV

MANAGEMENT

ALAN L. BINGHAM ..... General Manager
HAROLD M. DAVIS ..... Assistant General Manager for Personnel
VIRGINIA B. DENNISON ..... Public Information Mgr
J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
JOHN A. KRAJCAR ..... Purchases and Stores Mgr
ANTHONY R. LUCCHESI ..... Maintenance Manager
ROBERT E. NISBET ..... Attorney
STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
LOWELL D. WEIGHT ..... Treasurer-Controller

• Authorized General Manager to retire an additional 23 older coaches and declare them surplus for sale, on motion of Director Berk.

• Authorized General Manager to engage a broker to sell a total of 70 surplus coaches, on motion of Director Berk.

• Authorized General Manager to engage an appraiser to determine fair market value of District's remaining "old look" coaches, on motion of Director Berk.

AC Transit
Latham Square Building
Oakland, California 94612

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Vol. 17, No. 8 February 1975

Transit-Times

INSTITUTE OF GOVERNMENTAL
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UNIVERSITY OF CALIF

New buses have more leg room

Extension routes

New buses may be "most expensive"

Residents in suburban areas of Alameda and Contra Costa counties who are receiving special bus extension service to BART stations may be riding in the most expensive coaches in the urban transit industry.

Bids for 36 deluxe buses, opened this month, clearly showed how inflation has hit coach manufacturers.

Apparent low bidder was Flxible Co. with a bid of $71,108 per bus delivered. General Motors, the only other bidder, entered a price of $75,144.85.

Award of a contract is based on final approval of a Federal grant, which would pay 80 percent of costs. The other 20 percent would be paid from sales taxes generated in the area.

The grant is expected to cover costs of 30 shelters, 30 benches, signs, poles, fare boxes, radios and other items.

Contract bus service

BART has contracted with AC Transit to operate bus service from train stations to Livermore-Pleasanton-Dublin; Alamo-Danville-San Ramon; Pittsburg-Antioch-Oakley - Brentwood; Martinez-Pleasant Hill and Pinole.

At BART's request, the buses are to be comfortable suburban types with a raised deck. All seats, the large, recliner type, will face forward. Floors are to be carpeted and entry and exit is to be through the front door.

The 45-passenger coaches are to be similar to those operated by Golden Gate Bridge, Highway and Transportation District, with one major difference.

The new coaches are to have automatic temperature control systems to keep temperatures within one degree of 68°, whether that requires air conditioning, heat or outside ventilation.

The climate unit was developed by Chicago Transit Authority and Vapor Corp., and now is in use in Chicago.

Indicating the increased costs of labor, materials and parts, Fresno Transit received an apparent low bid early this month from AM General Corp. of $66,895 per unit delivered, for a standard 51-passenger bus with air conditioning. General Motors, the only other bidder, came in with $68,542 per bus delivered. The same bus a year ago had a unit price of $42,500.

Chicago Transit received a low bid on Dec. 6 of $64,768 for a standard bus with climate control. Twenty months earlier, a similar bus was bid at $42,000.

In the spring of 1974, Golden Gate Transit took delivery of 30 buses at a unit price of $56,000 and, last summer, exercised an option for another 30 at a "bargain" increase of only $2,000 per bus.

AC Transit's last order for 120 standard, 40-foot buses, without air conditioning, went to Flxible on Feb. 27, 1974, at a price of $42,372 per bus delivered.

As a result of the increasing number of buses being purchased by American transit properties, manufacturers are insisting on a maximum of 270 days to complete delivery without penalty. Previously; specifications called for completion of delivery within 180 days.

Employees support United Crusade

Final figures from last Fall's United Bay Area Crusade (UBAC) indicate that employees contributed $17,078.

Campaign Chairman Walter Martin said the figure is "extraordinary, considering the two-month strike, our raging inflation and other economic factors involved." He said the total is approximately 70 percent more than early projections.

"Superbus" preliminary specifications Out to manufacturers for review

Preliminary specifications have gone out to American and European bus manufacturers for a high capacity bus offering more seats for riders while holding down expenses and keeping fares stabilized.

Seven transit properties are considering an initial joint order of approximately 160 articulated "Superbus" coaches for use in different areas of the country.

Participating properties include: AC Transit; Chicago Transit Authority; Golden Gate Bridge, Highway and Transportation District; the Port Authority of Allegheny County in Pittsburgh; San Diego Transit; Southern California Rapid Transit District and Sacramento Transit Authority.

The public already indicated a strong preference for an articulated bus as a result of demonstrations held in different cities last year.

Longer bus preferred

Rider surveys aboard the 54-foot-long Maschinenfabrik-Augsburg - Nurnberg (M.A.N.) bus showed 91 percent preferred the "bus that bends in the middle" to the regular, 40-foot-long coach. The M.A.N. bus holds 64 seated passengers and 80 standees.

The highest degree of rider preference favored the larger windows and wider doors. Ninety-six percent preferred the bigger M.A.N. windows.

Ninety-one percent preferred the 49-inch-wide doors which permit simultaneous boarding and unloading.

Eighty-one percent thought the M.A.N. bus was easier to board, although three steps are involved and the height of the bus floor at the front door actually is 3-1/4 inches higher than current conventional U.S. models.

A majority also preferred the ease of movement on the articulated bus, smoothness of ride, noise level inside the bus, comfort, softness and width of seats, leg room and the feeling of space, and comfortable temperature.

All bus drivers polled liked the way the bus handled and many felt its turning response was superior to the 40-foot coach. Ease of steering also was mentioned, as were good acceleration, braking and good curb pull-out.

Nine year experiment

AC Transit, which has experimented with an articulated coach since 1966, initiated the cooperative effort between the transit industry and the Federal government in order to develop a superbus for the American market.

U.S. firms asked to review and comment on specifications include: General Motors; Flxible Co.; Crown Coach Corp.; Eagle International, Inc.; McDonnell Douglas Corp. and Raad International.

Other manufacturers who indicated interest include three from Germany, two from Canada, Volvo of Sweden and a firm in Belgium. Buses which bend in the middle have been in use in Europe for a number of years.

A Volvo bus also was demonstrated in West Coast cities last Fall and similar passenger response surveys were taken.

65 passenger coach

The end product of the cooperative effort will be a coach seating approximately 65 passengers.

Specifications have been developed by the State of California Department of Transportation, after input from participating transit systems and bus manufacturers.

THE COVER—Photo shows more leg room available in new Flxible buses — three inches more than in standard GM models. Nearly all the 120 new coaches were expected to be in street service by the first of March. The District's newest buses are 40 feet long, 102 inches wide and seat 48 passengers.

WHEELS AND THINGS—Anne Vicary, left, and Jane Powell, right, are enthusiastic about their new jobs, which include sweeping out buses and moving them around the yard.

Maintenance women like their jobs

Take four lovely and charming women. Have them come to work at 8 p.m. Have them work until 4 a.m. Give them mid-week days off. Give them brooms and dust pans and cleaning rags. Dress them in jump suits and wrap bandanas around their heads. Send them out to clean buses in dark yards, pump fuel in the rain, change oil in the wind and cold. Then, ask how they like their jobs. The answer is — they love it.

Isabel Dominguez, Jane Powell, Tomasita "Tommy" Tanuz and Anne Vicary are women in AC Transit's maintenance department performing work to keep equipment in order.

Jane, Tomasita and Anne are new to AC Transit. Isabel is the veteran of the crew, with seniority dating back to the middle of World War II.

Jane, 23, once worked as a mechanic, rebuilding transmissions, but left that job because it didn't pay enough. She took a job pumping gas until she was hired by AC Transit. Her ambition is to become a diesel mechanic.

When she's not working, Jane listens to music, practices her guitar, or works on the engines of a truck and a car she owns.

Anne, 29, began her liking for engines by racing motorcycles. She admits to finishing second or third several times, "And I even finished first, once!"

As a racer, she had to learn how to maintain engines so, when a friend offered her a job building cylinder heads, it seemed natural to accept.

Later, she worked in an auto repair shop rebuilding motors, repairing brakes and tuning-up engines. "I worked on everything but transmissions," she says.

She originally applied for a bus driver job but, in view of her background, was offered a maintenance job. Later, she hopes to work on engines.

"Tommy" Tanuz, 28, the only one of the four without a background in mechanics, candidly admits she was "just looking for a job. But now I love it," she says, particularly since the night shift allows her to spend days with her two children.

Isabel began her transit career as a teenager and is the last of the women who worked in maintenance during the war. She started out in the unit room, cleaning spark plugs, making wire, and refueling fire extinguishers.

About 15 years ago she switched to a bus cleaning job.

PUMP AND POLISH—Miss Vicary, left photo, shows she can handle the fuel island job while "Tommy" Tanuz, right photo, helps keep coaches spic and span inside.

THEY TAKE THE CAKE—Mario "Poncho" Ponchione, left, and John Zorman, right, joined the select circle of drivers with 25 years of driving without a chargeable accident. They became the fourth and fifth members of the exclusive club when they were honored for their achievement recently.

Oakland police commend District employees For cooperation in "Radio Alert" program

AC Transit employees continue to receive plaudits from the Oakland Police Department for the drivers' participation in "Operation Radio Alert."

Under Radio Alert, drivers of any vehicle with on-board radios are asked to report crimes, accidents or other incidents which they may see in the course of driving on Oakland streets.

Bus drivers are an important part of the program and, during recent weeks, have reported many incidents to police.

Among drivers singled out by the Police Department were *Dennis L. Treadaway* and *William C. Morris, Jr.*

Treadaway witnessed an armed robbery and the shooting of the robbery victim and immediately radioed information about the crime.

His prompt action allowed police to rush the victim to a hospital and provided them with clues to find at least one suspect.

Morris also witnessed a shooting and was able to supply police with a description which led to the capture of the suspect in the case.

Other employees whose actions were noted by police in the department's monthly bulletin were:

Donald R. Cowden who reported a shooting; *William P. McGuinness, Daryl R. James* and supervisor *David D. Hightman*, all of whom reported possible burglaries in progress; and supervisor *Sterling Stewart*, who spotted a possible kidnapping.

Three regular divisions Top safe-driving goal

Drivers from all three regular operating divisions topped their safe-driving goal during January.

Leading the pack were drivers from Richmond Division with an average of 19,650 safe-driving miles per accident.

Emeryville drivers scored 15,418 miles, with Seminary drivers close behind at 15,215 miles per accident.

Employee wages upped Nine cents per hour

A cost-of-living allowance of nine cents per hour is being paid to all hourly employees as of late in January, in accordance with the District's contract with Division 192, Amalgamated Transit Union.

Salaried employees are receiving an equivalent percentage increase.

The adjustments were based on recent changes in the U.S. Government cost-of-living index.

The current increase, the 14th since the cost of living program was initiated in January, 1969, keeps AC Transit employees among the highest paid transit industry workers in the nation.

THE WAY IT WAS—Emeryville, and the then Key System yard were different in August, 1947, when this aerial photo was taken. Some new structures have been added; some frontage property along San Pablo Avenue (center, left) has been lost to commercial development; and many, many more coaches are now parked on the lot. Also long gone is the old Oakland Oaks Baseball Park, center, right.

Death takes four pensioners

Four pensioners, all transit veterans, died recently.

John M. DeCoite, a retired bus driver who lived in San Leandro, died Dec. 31 at the age of 72. He began his career Aug. 13, 1941, and retired June 1, 1967.

He is survived by his widow, Mary.

Earl J. McCann, also a former driver, died Jan. 7. His driving career spanned nearly 30 years, from May 19, 1944, to his retirement on Jan. 1, 1974.

McCann, 58 at his death, lived in San Leandro and is survived by his widow, Ona, and a daughter, Mrs. Jackie Bannert.

Otto W. Rehmus, 81, of Moraga, died Dec. 17. An electric worker, Rehmus was employed Jan. 17, 1939, and retired June 1, 1958. His survivors include his widow, Anna, and a daughter-in-law, Mrs. Robert Rehmus.

Dirk J. Van Mourik of Albany died Dec. 29 at age 77. He was a utility service worker whose career began Nov. 8, 1932, and ended with his retirement on Feb. 1, 1963.

Van Mourik is survived by his widow, Marjorie.

Art contest posters To be displayed on buses

Richmond artists, both young and old, will have a chance to win three scholarships and to have their work displayed on buses as the result of a cooperative venture between the Richmond Art Center and AC Transit.

A contest, which requires original art work to be submitted by March 31, will provide scholarships in three categories: children 12 years of age or younger; teenagers 13 to 18; and seniors, 50 years of age and older.

Winning works in each category will be reproduced and displayed on Dial-A-Ride buses.

Winning entries also will be displayed at the Richmond Art Center and at AC Transit division and executive offices.

East Bay figures up, transbay down

East Bay bus lines continued to show growth in revenue and patronage figures during December; however, transbay lines show losses when compared to December of a year ago.

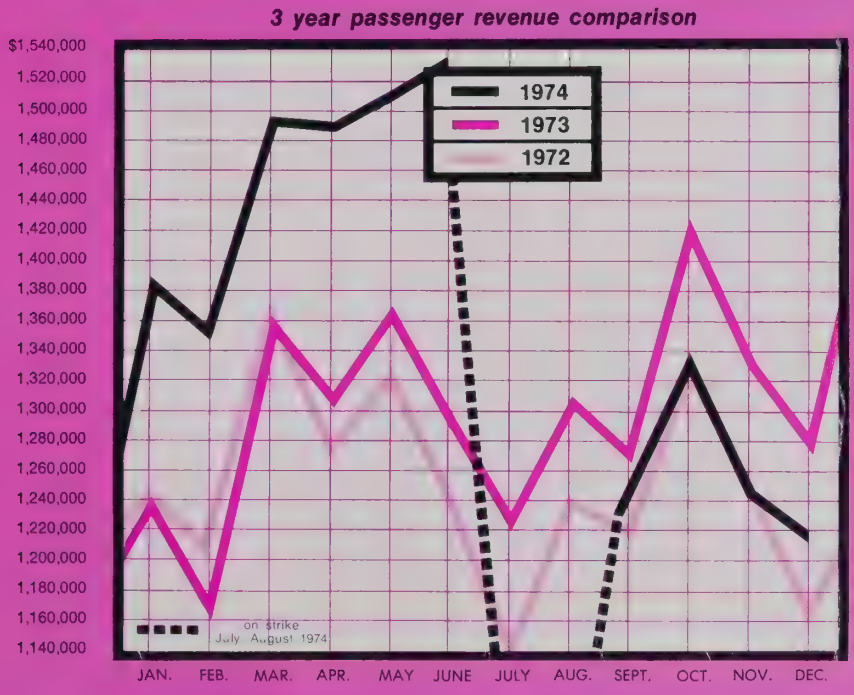
Total passenger revenue for December was $1,207,232, down $69,772 or 5.5 percent below the $1,277,004 collected during December, 1973. Transbay revenue of $500,670 was down $126,720 or 20.2 percent below the $627,390 dropped into fare boxes a year ago. East Bay revenue, however, was $706,562, up $56,948 or 8.8 percent above the $649,614 collected during December, 1973.

AC Transit buses carried 4,235,550 passengers during December, down 55,616 riders, or 1.3 percent from the 4,291,166 carried during the month of December, 1973. Passenger losses were recorded on transbay lines, where patronage dropped 334,152 or 26.1 percent, down to 947,830 from the 1,281,982 who rode during the same month a year earlier. On East Bay lines, however, patronage for the month totaled 3,287,720, up 278,536 or 9.3 percent above the December, 1973, figure of 3,009,184.

Nationally, the transit industry indicated an increase of 5.44 percent in total passengers carried.

Operating costs during December were $3,433,748, up $909,524 or 36.0 percent above year-ago expenses of $2,524,224. The system operated 2,441,309 miles of service during December, an increase of 229,755 miles or 10.4 percent above the 2,211,554 miles operated during December, 1973.

Total income of $3,725,170 covered operational costs and left a surplus of $52,885 after meeting full bond debt requirements.



Actions of the Board

At a adjourned regular meeting January 22, the Board of Directors:

- Directed staff to study and make recommendations on senior citizen fare structure, on motion of Director Nakadegawa.
- Authorized travel authority for Attorney to Washington, D.C. conference, on motion of Director Bettencourt.
- Authorized change in level of service to be provided on Washington's birthday holiday, on motion of Director Berk.

* * *

At a regular meeting February 12, the Board of Directors:

- Referred bids for 36 45-passenger buses to management for evaluation and recommendations, on motion of Director Rinehart. (See story, Pg. 2)
- Awarded contract for furnishing bus transfers and identification checks to Globe Ticket Co., subject to compliance with specifications, on motion of Director Rinehart.
- Authorized General Manager to lease additional space in Latham Square Bldg. for use by Personnel Dept., on motion of Director Bettencourt.
- Authorized change in District's property insurance coverage to a total of $20 million on all property and buses, and authorized purchase of policy providing up to $50,000 liability coverage for bodily injury and property damage on District premises, on motion of Director Rinehart.
- Recognized the Metropolitan Transportation Commission as the designated recipient for Federal operating assistance under the National Mass Transportation Assistance Act of 1974, on motion of Director Rinehart.
- Adopted resolution expressing deep appreciation to William Bettencourt for his services as President of the Board, on motion of Director McDonnell.

Transit-Times

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Joseph McCord, Editor

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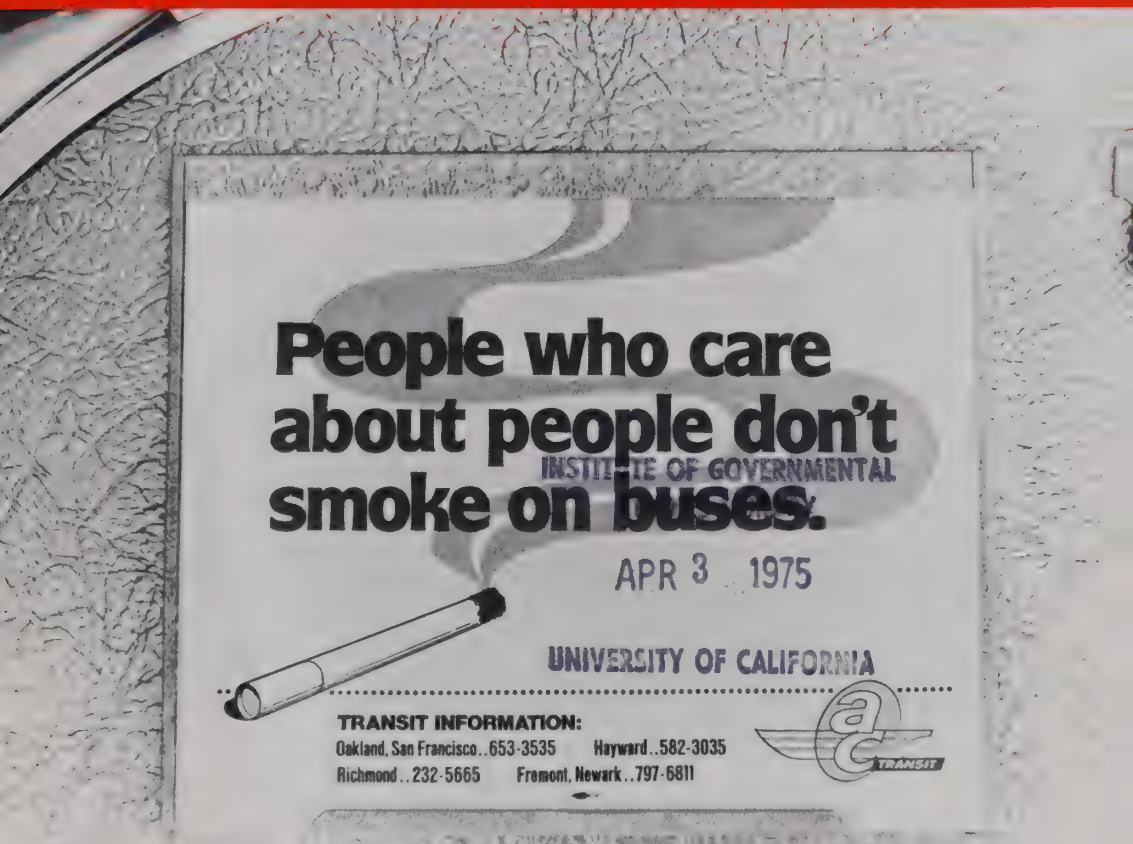


Our 'Stockholders' Write

Since moving here from Michigan, I have been very pleased with the AC Transit system. Your buses are on time, your drivers are courteous and helpful and your telephone operators unfailingly patient, no matter what the hour of the day.

Keep up the good work!

R. R. Krause
Berkeley

* * *

A.C. has one bus driver that really stands out.

He makes you feel like the A.C. "Welcome Aboard" really means what it says.

His name is *Lucius Lee, Jr.* If there were more men like him driving buses, it would be a better city.

Tell him "Thanks."

Mrs. Calvin Bernard
Oakland

* * *

With the past 19 years as a rider on AC Transit buses to work in Oakland and later to San Francisco, I wish to thank you for the excellent service.

This is to acknowledge the courteous service of the many information operators I have touched by phone, and the many operators through the years with whom I have been a passenger.

Through the years I had no complaints except to voice my rights for Non-Smoking to be enforced.

It is a good memory I have of my last 13 years riding the "S" line which had such excellent service.

Thank you for the memories.

Emma K. Olsen
Logan, Utah

Just a note of sincere appreciation for the new bus shelter at Potrero and San Pablo. It was badly needed and is most sincerely appreciated by many of us who commute each day.

Mrs. Robert H. Johnson
El Cerrito

* * *

Our class took a field trip. We used AC Transit for transportation to and from BART. We thought the driver was very nice. He smiled the whole drive. He also talked with us as we boarded.

Mr. Miller's Sixth Grade Class
Mattos School
Fremont

* * *

I received a Sunday pass from a northbound Shattuck Ave. bus at Shattuck and Alcatraz at 1:59 p.m. on a Sunday. At 5:44 p.m. I caught a southbound bus in front of the Berkeley Public Library.

The driver told me my pass was "old" and did not have the correct letter for the day. I told him where I bought it and from which bus; he called in on his radio and was told it was definitely not the right pass...

As I still needed a pass for other trips later in the day, I purchased a second pass...

N. Eric Adams
Berkeley

(We checked and the driver of the first bus was, through error, given the wrong pad of Sunday-Holiday Excursion passes. The second driver, however, was correct in refusing to accept an invalid pass. Please accept our apologies and a refund for the additional pass purchased.—Ed.)

BEFORE—Old seat arrangement gave feeling of being "closed in."

AND AFTER—"Standee" windows, lower seats and ceiling carpeting are more open.

District refurbishing older coaches In effort to save public funds

In an effort to save taxpayers' money, AC Transit is refurbishing 61 older buses in good mechanical condition for continued use on transbay lines.

With the face-lifting, the buses should operate at least another five years, according to General Manager Alan L. Bingham.

The original cost of the buses will be fully written off in the next year.

Ordered in 1960 at a price of $34,420 each, including taxes, the buses have been kept in top mechanical shape and are expected to run more than one million miles before needing a major engine overhaul. Mileage on this series of buses now averages 700,000 miles.

The District decided to go ahead with the refurbishing to help beat the inflation which has hit the bus manufacturing industry, Bingham said. Comparable new coaches of the same type now cost approximately $68,000 each — and the price is rising.

Cost $2700 each

Cost of refurbishing is approximately $2700 per coach and includes remodeling of seats into comfortable bucket types, covered in fabric.

Additional windows are being installed above the regular windows to increase the feeling of openness.

Carpeting is being attached to ceilings to cut down on interior noise.

New flooring is being installed and fare boxes are being chromed to eliminate recurring painting costs. The buses also are being repainted inside and out.

The District meantime has received delivery of 120 new Flxible buses to replace coaches built in 1946 and 1947.

Bids also are expected to go out this summer for articulated buses, to be purchased by a group of transit properties, including AC Transit. The double buses, hinged in the middle for easy turning, are scheduled for use on heavily patronized East Bay lines and will seat about 65 passengers.

Flxible awarded contract For 36 deluxe buses

The Board of Directors this month awarded a contract for 36 deluxe buses to Flxible Co. on a low bid of $71,108 per coach delivered. The only other bidder, General Motors, bid $75,144 each.

The buses, which feature large recliner type seats, will be used on bus extension service operated by AC Transit under contract to BART in suburban areas of Alameda and Contra Costa counties. The buses will seat 45 passengers each.

While a Federal grant, which will pay 80 percent of costs, had not been formally approved when the directors took action, the District was given verbal authorization by the Urban Mass Transportation Administration to go ahead with the contract award.

BRIEFING—James T. Pott (near blackboard), assistant executive officer of the Santa Clara County Transit District, details progress and problems his agency is encountering in its arterial and Dial-A-Ride operation. Audience included public officials from Fremont and Newark plus AC Transit staff members.

Dial-A-Ride proves to be popular But expensive transit service

Dial-A-Ride service seems to be popular with the people who use it, but it's an expensive way to give people the convenience and security of door-to-door public transportation.

AC Transit's experimental Dial-A-Ride service in central Richmond and Santa Clara County Transit District's combined Dial-A-Ride and fixed route system share similar problems.

The cost per passenger per ride is considerably greater in personalized door step service than it is in fixed route service.

In Richmond, during the first 15 weeks, the operating cost per passenger was $4.51, according to a financial summary. By the end of the 18th week, as ridership increased, the cost was down to $3.45.

The total for the year, based on five months of operation and estimated costs for the next 30 weeks, presuming continued patronage growth, would bring the average operating cost per passenger to $3.76. During the five months, Richmond Dial-A-Ride deployed an average of 11 buses a day, with an average week-day total of 900 riders.

Door to door service

The door to door bus service is provided in a five square mile area of central Richmond.

District wide, the net operating cost per rider for fixed route service in the East Bay is between 66 and 67 cents.

In Special Service District 2, including Fremont and Newark, the cost per passenger for combined Dial-A-Ride and fixed route service is estimated at $2.83, presuming a better response and more riders per bus. Total bus requirements for both types of service, including spares, are estimated at 35.

Under present plans, Fremont would have six Dial-A-Ride zones; Newark would have two and there would be two fixed routes.

Costs compared

In Santa Clara County, 212 buses are providing a county wide, 15 city combined arterial/personalized transit service, with week-day ridership of 30,000 a day, according to a February report. Buses deployed on Dial-A-Ride carry 6,000 riders per day at a cost of $2.92 each. The cost per arterial rider is 75 cents, for a combined average of $1.19 per rider.

Continued ridership growth is expected to reduce this cost; meanwhile the system is being plagued by lack of equipment to satisfy demands on the fixed route system, with Dial-A-Ride buses being diverted to carry capacity loads on arterial routes.

Experience in Richmond and Santa Clara County is far from complete and reflects only the preliminary phase, according to AC Transit General Manager Alan L. Bingham.

Richmond is considered an important demonstration site and experience gained there will be valuable in planning service wanted by voters in Fremont and Newark, Bingham said.

Possible alternates in operating the Richmond service to reduce costs will be presented to the Board of Directors in another three or four months.

THEN—Street car Number 942 when Broadway wore buttons and roadsters competed with touring cars. People supplied their own air conditioning by opening windows.

AND NOW—Car 942 today, after it was discovered buried under vines and brush on a lot in Yountville. It was one of a number of street cars sold in 1948 for "summer homes."

Car 942, where were you?

One of the East Bay's memorable street cars has turned up — of all places — in the back part of a lot in Yountville, still recognizable despite years of neglect.

When old paint was scratched off the side of the car, the number and name still were there — "942" and "Key System Transit Lines."

The car was covered with brambles and weeds and stood undiscovered until Lawrence Carr of Napa bought the lot under condemnation proceedings and started to clear it off.

Surprise!

Several outbuildings were torn down but, when the growth was cut away from the street car, Carr recognized it for what it was — a still sturdy relic of the days when street cars clanked around the East Bay.

How it got to Yountville isn't all that strange, according to Vernon Sappers, Oakland railway historian.

When the last electric street car lines were converted to motor coach lines in 1948, the cars were sold to a dealer in San Leandro.

He, in turn, advertised the street cars as "summer homes." They were sold, according to Sappers, "from one end of the state to the other."

Sapers also said "942" was one of a series of 95 cars purchased from American Car Co. in St. Louis and delivered to Key System in 1923. The series was the first street car to be enclosed at the front and back and was considered "modern, classy and a great improvement over previous equipment."

Safe doors

The cars were known for a safety feature — the doors could not be opened until the motorman applied the air brakes. With this feature, passengers couldn't fall off the platform.

Through the years the cars bore the names of Key System Transit Co., East Bay Street Railway, East Bay Transit and Key System again before National City Lines bought out the system and added the last name. The colors also changed during the years, ending up with a green paint scheme and cream colored design on the front known to the populace as the "cat's whiskers."

Anti-smoking campaign launched

AC Transit is trying to do something positive about a difficult and constant problem — smoking aboard buses.

A new car card, posted on 748 coaches, carries the message: "People who care about people don't smoke on buses."

The red letters are printed against a background of smoke curling from a lighted cigarette and passenger reaction indicates it's an eye-catching message.

THE COVER—One of the new car cards, posted aboard 748 buses, which take a different approach to a long-standing problem — smoking on buses. Other measures also are planned.

One customer wrote that he liked the no smoking sign "about people who care. That's a nice mellow approach.

"Too bad the people who don't care don't read either," he added.

Other new signs, in color, also have been posted. These ask passengers to refrain from smoking, eating or playing radios while on buses.

Experimentation with a fixed microphone, to be used by operators to call attention to the smoking regulation, and a lighted "no smoking" sign also are being planned.

Possible legal action, including steps to have "no smoking" ordinances passed in all cities through which AC Transit buses travel — coupled with police enforcement of such ordinances — is being considered by a committee of the Board of Directors.

Seminary drivers zero in On safe-driving record

Bus drivers at Seminary Division are threatening to set a new District-wide safe-driving record.

By exceeding their safe-driving goal for February, their string now extends through ten months in a row. The old record of 15 straight months was set by Richmond Division in July, 1971.

Seminary drivers' mark during February was 14,326 miles per accident.

Close on their heels are drivers from Emeryville Division who, by averaging 16,607 miles per accident during February, now have a string of nine months of topping their safe-driving goal.

Wednesday, February 26, became a "red letter" day at AC Transit with records revealing it was a totally accident-free day. According to Stanley Pearce, superintendent of safety and training, such days are extremely rare, "considering the large number of equipment we have on the streets and the thousands of miles we drive every day."

Transit veterans join Ranks of pensioners

Two veteran drivers, *Mario Ponchione* and *Jaye D. Vestal*, joined the pensioner ranks recently.

Ponchione, known as "Poncho" to his friends, began his career Feb. 2, 1942, and retired effective March 1.

Shortly before he retired, Ponchione joined the exclusive ranks of drivers with 25 years of safe-driving.

Vestal started his driving career on Nov. 19, 1945, and retired effective Feb. 1. He is a resident of Hayward.

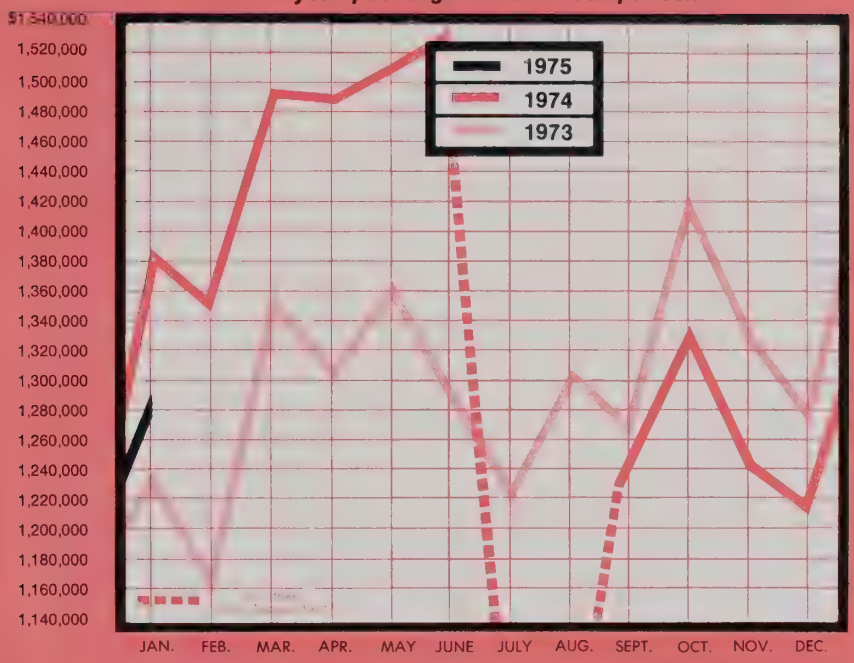
Transfer, promotions, made

The transfer of a veteran District employee and the promotion of three others was made recently.

Leslie H. Minear, formerly assistant superintendent at Seminary Division, has assumed responsibilities for AC Transit operations at the Transbay Transit Terminal, San Francisco.

Minear, 62, has worked for the District and its predecessor companies since November 18, 1930.

Three operators who have been promoted to supervisors are: *Gregory L. Hunter, Richard V. Kennedy* and *Richard D. McVay*.



January figures show losses, gains

The month of January showed losses in overall revenue and transbay patronage, but increases in East Bay ridership and revenue compared to the same month one year ago.

Total passenger revenue for January was $1,283,048, down $99,167, or 7.2 percent below the $1,382,215 collected during January, 1974. East Bay revenue, however, was $729,499, up $54,981, or 8.2 percent above the $674,518 dropped into fare boxes a year ago. Transbay revenue of $553,549 was down $154,148, or 21.8 percent below the $707,697 collected in January, 1974.

AC Transit buses carried 4,507,666 passengers in January, down 199,337 riders, or 4.2 percent from the 4,707,003 patrons of the same month last year. East Bay buses carried 3,449,870 riders, an increase of 6.4 percent, or 206,894 above the 3,242,976 passengers carried in January, 1974. On transbay lines, patronage totalled 1,057,796 for the month, down 406,231, or 27.7 percent less than the 1,464,027 carried during the same month one year ago.

Nationally, the transit industry indicated an increase of 0.6 percent in total passengers carried.

Operating costs during January were $3,429,645, up $873,367, or 34.2 percent above year-ago expenses of $2,556,278. The system operated 2,513,222 miles of service during January, an increase of 192,225 miles, or 8.3 percent above the 2,320,997 miles operated during January, 1974.

Total income of $3,615,319 left a deficit of $53,372 in meeting full bond debt requirements and operating costs.

Actions of the Board

At an adjourned regular meeting February 26, the Board of Directors:

- Awarded contract for furnishing bus transfers and identification checks to Globe Ticket Co., on motion of Director Berk.
- Agreed that AC Transit will offer support and cooperation to private, non-profit organizations providing transportation services to elderly and handicapped under UMTA guidelines, on motion of Director Nakadegawa.
- Authorized General Manager to advertise and seek bids for uniform shirts for bus drivers, on motion of Director Nakadegawa.
- Granted authority to operate new Flxible bus in revenue service for two week test, on motion of Director Rinehart.
- Authorized General Manager to submit application to UMTA for Federal operating assistance funds of $2,668,788 for fiscal year 1974-75, and to set public hearing on the application for April 23, on motion of Director Rinehart.
- Continued present senior citizen fare policy for six months, on motion of Director Berk.
- Authorized minor reroutings of Line 69—North Richmond, and Line 59/76—Broadway Terrace-Montclair, and deferred a proposed extension of Line 42—Piedmont for three months pending further study, on motion of Director Berk.
- Authorized General Manager to exercise option to purchase additional 35 passenger shelters, on motion of Director Berk.

* * *

At a regular meeting March 12, the Board of Directors:

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LOWELL D. WEIGHT ..... Treasurer-Controller

- Awarded contract for 36 suburban buses to Flxible Co., if grant is approved by UMTA, on motion of Director Nakadegawa. (See story, Pg. 3.)
- Authorized revisions in rules and regulations governing travel and personal expenses of directors, officers and employees, on motion of Director Bettencourt.
- Granted authority to file UMTA grant application relative to implementing long range electronic data processing plan, on motion of Director Rinehart.
- Authorized extension of consulting agreement with Arthur Young & Company to assist in developing request for proposal for electronic data processing equipment at a maximum fee of $18,000, on motion of Director Rinehart.

AC Transit
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Vol. 17, No. 10 April 1975

Transit-Times

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APR 1975

UNIVERSITY OF CALIFORNIA

Historic photo of early bus found

Our 'Stockholders' Write

A note to say the courtesy shown by your driver, *G. T. Jacobs*, was great. A young blind boy was waiting to transfer on Line 91. This young man was mixed up or lost. Your driver saw him in the crowd and with the help of another passenger got him on the bus with no time lost.

Everyone felt happy over this good deed.

Mrs. Margaret Griffiths
Hayward

* * *

After 16 years of traveling with AC Transit to Alameda from San Francisco, it seems time to tell you how highly I think of its management and its drivers. You have not missed a run once in all these years on the "O" Line.

I especially want to commend *Larry Felty*, who has kept an eye out for me as I come galloping down the street to make my connection.

Mrs. Lilia Dannenberg
San Francisco

* * *

As a Fairway Park commuter, I'm getting concerned about the first bus out. They keep moving the time up and leaving later until the 7:30 a.m. and 7:45 a.m. people can hardly get to work on time. I can't see why they can't move the schedule back to 6:10 or 6:15 a.m.

I would appreciate seeing what can be done.

Nancy J. Harris
Hayward

(After evaluation, Line R-F was scheduled to leave Fairway Park at 6:10 a.m., arriving in San Francisco at 7:03 a.m.—Ed.)

Kudos! To your driver *Leonard Morrow*. He is extremely friendly and courteous, helping old people off the bus.

John Maybury
Albany

* * *

I wish to commend driver *William H. Clark*, who handled two "touchy" situations in the half hour which it took me to reach my destination.

You are fortunate to have such a human being who is diplomatic, confident, learned in the psychology of handling people, and an overall integrated person.

Margo Longanecker
Oakland

* * *

I would like to commend *Mike Zipser* for his good driving. I was very impressed by the way he made sure people got off the bus safely and how he used his signal lights.

I also want to say how your other drivers are very careful. I appreciate their patience with us patrons.

Linda S. Keating
Hayward

* * *

Yesterday, I took Line 43. Being from out of the area, I didn't know just how I could get to the Oakland Museum. Bus driver *Emanuel Johnson* informed me the bus went right by the museum.

He was very courteous, not only to me, but everyone he came in contact with. You should be proud to have such a driver.

L. G. Stats
Pollock Pines, Calif.

Pat and Mike to tell District's story

Curry named News Bureau Editor
Former reporter Murphy joins staff

Mike Curry, news writer in AC Transit's Public Information Department for the past three years, has been named News Bureau Editor for the District.

Curry replaces Joe McCord, who held the post for the past five years.

McCord, who also is a military reserve officer, has been appointed to attend a year-long advanced course with the Army at Indianapolis, Indiana.

Curry, 35, is a native of Wyoming and a graduate of the University of California, Santa Barbara. He was a secondary school English and Social Studies teacher for eight years and a reporter and free-lance writer for four years before joining AC Transit.

Mike Curry

Patrick N. Murphy, 25, a former San Francisco Chronicle reporter, has stepped into Curry's job.

Murphy, born in Wichita, Kansas, joined AC Transit on April 1. Before working for the Chronicle, he was a reporter with the Berkeley Gazette, the Richmond Independent and other papers in the Mid-West and East.

Pat Murphy

Another Murphy, but not related to Patrick, has been promoted in the District's Information Center.

Kathi Johnson Murphy was appointed training supervisor this month and will train new information clerks as well as helping with retraining when AC Transit expands its operations in areas such as Fremont, Newark and central Contra Costa County.

East Bay travel guide
Free to transit users

AC Transit again this year is offering an illustrated, 30-page booklet detailing historical and recreational points of interest accessible by bus.

Included in the free pamphlet are directions to museums, parks, antique shops, botanical gardens and other points passengers may wish to note on an informal tour of the East Bay. West Bay connections from AC Transit transbay service are included.

Persons interested in securing a free copy may write to: Explore East Bay Excursion Trails, AC Transit, 508 16th St., Oakland, CA 94612 or call 654-7878.

'Pill Hill' service
To begin in May

Improved bus service for Oakland's "Pill Hill" hospital and dental facilities is scheduled to start May 5, pending improvement of street conditions by the City of Oakland.

The new service involves rerouting of Lines 59 and 76-Broadway Terrace-Montclair buses via Hawthorne Ave. and Summit St. to 29th St., providing better access for persons going to the medical and dental buildings.

Service will be operated from approximately 6 a.m. to 6 p.m. on weekdays and will be on a one year trial basis.

BASEBALL BUFFS — Winning Key Route team members from left include Tony Thomas, John Perry, Ben Radford, Irving Cowan, George Griffin, Ed Newell, Manny Correa, Joe Peters, Joe Goveia, Bill Harrison and mascot Roy F. Peters.

Crosby Trophy rekindles memories Of early drivers' winning spirit

An artifact discovered recently indicates one of AC Transit's predecessors had on its payroll not just good sports, but real winners.

The "Crosby Trophy" for baseball championships, vied for by Key Route team members and the Oakland, Antioch and Eastern Railway players as early as 1914, has found a permanent home at the California Railway Museum after years of unnoticed storage.

History of the cup's travels show Key Route players were winners more often than losers.

Members of the San Francisco-Oakland Terminal Railways Ball Team were made up of men in the mechanical department of Key Route Pier. It had a talent for winning the championship, as it did in 1919 and again in 1920.

Although the cup has tarnished slightly, the winning team's name boldly engraved on it indicates the pride with which they competed.

When the S.F.-O.T. took custody of the cup, J. W. Brom, team manager and chief clerk to the company's vice president, became protector of the trophy.

Recently, Brom's son, Paul, discovered the trophy stored with other forgotten items and decided it deserved renewed attention.

His presentation of the trophy to the transit museum at Rio Vista Junction increases an already fascinating collection of old Key Route items on display.

ARTIFACTS ARRIVE—Vernon Sappers, California Railway Museum curator, cradles recently rediscovered trophy and picture.

MONTCLAIR MOBILITY—A 1921 vintage S.F.-O.T. coach transports prospective land buyers to Montclair.

Early Montclair growth fed by bus

It was 1921. Warren G. Harding was President of the United States.

The First World War had been over for two and one-half years and Prohibition was in effect.

It was an era in Montclair when land investors looked at lots for as little as $1,500 per quarter-acre. In some cases that sum was more than a year's wages.

And the way to get to Montclair in 1921 was by bus, as is revealed in an old photograph given to AC Transit by Fresno transportation buff James H. Harrison.

AC Transit's "Grandpappy," the San Francisco-Oakland Terminal Railways, put bus Number One on the run from Piedmont Station, located at Piedmont Ave. and 41st St. in Oakland, to Montclair where people saw their future and their fortune in the hills.

Passengers could ride the train to Piedmont Station and transfer free of charge to the bus which would take them to the tract office operated by the Realty Syndicate, located at the corner of Moraga Road and LaSalle Ave. The office was a tent.

Bus No. 1 took its first load of potential buyers to Montclair on May 21, 1921, according to old records.

However, the records indicate the run to Montclair was not the first bus line. The first line was started nearly a week earlier on May 16 and traveled from the end of the old No. 7 street car line at Ygnacio Ave. and Trask St., Oakland, via Foothill Blvd., Seminary Ave. and Trenot St. to Mills College.

THE COVER—Driver and passengers pose at Key Route's Piedmont station on what is believed to be the first day of service on the Montclair line — May 21, 1921. Transit Times would like to know if any of its readers can positively identify the photo or anyone in it. The photo is courtesy of James Harrison of Fresno.

Tinsel Town buys coaches, Debut set for TV movie

Thousands of commuters, who have been riding older AC Transit buses for a number of years, may recognize two familiar coaches when the television movie "Heist" hits the small screen.

Or, for that matter, they may see one of the 1700 or 1800 series coaches in places as far apart as the South Pacific and Alaska.

The District put 70 of its surplus buses up for sale after the recent arrival of 120 new Flxible buses. Most had been used in peak hour service on the Bay Bridge.

Two were sold to Warner Bros. for roles in the television movie. Color photos show that one has been turned into a "hippy wagon," with painted flowers and the word "Peace" on the front. The other, in a yellow and white paint scheme, is involved in a crash scene at a police road block.

Thirty-three of the buses already have been sold at an appraised price of $1,850, less tires. One is to go into operation on the island of Tonga in the South Pacific. Another is destined for Gustavus, Alaska, and a remote bus line.

Five went to South Lake Tahoe, where they are part of the fleet serving the south shore.

The others were purchased by small bus lines.

Bank robbery loot among memories, Driver plans quiet retirement at lake

Three AC Transit drivers are entering retirement after a combined 85 years behind the wheel — years which, at least for one of them, include the memory of a half-hearted bank robber who left behind $2,000 aboard the driver's coach.

It was in the mid-50's when *Samuel D. Totten* picked up a rather wild-eyed passenger along the old Key System's line 40.

"When he paid for his fare, he had money bulging from just about every pocket," said Totten, of Orinda, who retires May 1, after 29 years of service.

Tempered by years of occasionally startling occurences, Totten said he thought nothing more of his passenger until the man bolted from the exit unexpectedly.

Totten investigated and found the seat his passenger sat in was covered with large denominations of currency.

Totten, deciding the money was loot from a robbery, quickly called police who handled the matter from there.

Totten looks forward to quieter moments, and a move with his wife, Irene, to a new home on Wye Lake in Washington.

Tannehill to travel

Driver *Eugene V. Tannehill* also is enjoying increased leisure time after his retirement April 1. Tannehill, a veteran of 22 years, plans to base at his home in Oakland while spending much of his time in Portland, Ore., visiting relatives.

"In 1943, when I first started, I knew every line. Now they've all changed except maybe one.

"I'm really enjoying retirement because now I don't have to hurry, hurry, hurry..."

Henry Dahl's wife, Antonette, has been awaiting her husband's retirement since she retired last year as a supermarket checker.

After 34 years as an AC Transit driver, "I want to spend as much time in my garden as I can," Dahl, a San Leandro resident, said.

Should a young man consider a career with AC Transit?

"I took the job because it seemed like a good job to do. As far as I'm concerned, it still is," Dahl said.

District tops compensation Payments in promptness

AC Transit has received the highest possible ranking for promptness of payment of workers' compensation benefits.

The rankings, determined by the State of California Division of Industrial Accidents, shows AC Transit received a score of 100 out of a possible 100 for the speed with which employees received benefits during the last six months of 1974.

The District is rated in the category of public employers which handle their own insurance.

AC Transit paid 100 percent of all disability claims within 14 days, according to the State report and Smart's Confidential Insurance Bulletin, an insurance trade publication.

Although some smaller public agencies also received rankings of 100, they did not have enough cases to qualify them for the Bulletin.

"We are especially pleased with the rating," Claims Manager Ozro D. Gould said. "What it means is that we are doing the best possible job that can be done. No one in the State of California did better in getting workers' compensation payments for their injured employees than AC Transit did during the last six months of 1974."

You can see Right through His work

"Mr. Clean," is what they call him.

You might see him any place from San Pablo to Hayward, getting things in order.

He is the man who keeps AC Transit bus shelters in top condition—Mike Laurella.

"I just try to provide a place where people will feel comfortable," he says, as he sweeps, washes and dusts.

Laurella cleans as many as thirteen bus shelters each day. And about his work he says, "The people are kind of surprised when I show up, but they seem to appreciate having me there."

Laurella's work for the bus system is practically inherited. His father, Jerry, who retired last year as a body and fender man in the maintenance division after 27 years, was an inspiration for Laurella's going to work for AC Transit. "I guess it sort of runs in the blood," he says.

HE CLEANS UP ON THE JOB—Mike Laurella is a singular man; his full time job is keeping passenger shelters clean.

Born and raised in the East Bay, Laurella and his wife, Maria, make their home in Richmond. They have an eight-month old daughter Teresa.

The 27-year-old Laurella joined AC Transit in 1969, "And I don't have any plans to change jobs," he says. "This is an opportunity to make people feel better and do a service for them."

Of the nearly 1,900 employees of AC Transit, Laurella is the only one assigned to the job he currently holds. "I just sort of do my own thing," he says, "and I hope people like it."

Seminary moves toward Year safe-driving mark

Seminary Division bus drivers continued toward a new District-wide safe-driving record in March by topping the other divisions in the safety goal for 11 straight months.

The old record of 15 consecutive months was set by Richmond Division in July, 1971.

The goal for the month of March was 13,250 miles driven per accident.

Seminary drivers' mark last month was 14,893, followed closely by Emeryville Division operators who also surpassed the goal with 13,617 miles per accident.

The entire District's average beat the March safety mark by registering 13,962 miles to an accident.

First Fremont-Newark change Improves commute convenience

The first Line changes since service was inaugurated late last year in the Newark-Fremont area has brought improved passenger convenience.

In Fremont, Line 22-Warm Springs provides better access to bus service from the large Safeway distribution center as well as the General Motors Plant there.

Patrons using AC Transit Line 29 in Newark have a faster trip as a result of an improvement in running time.

In addition, Saturday service was changed from an hourly schedule to a bus every 45 minutes.

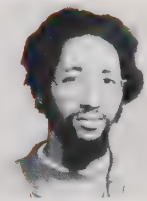
For Fremont's residential patrons, Line 22 now loops through neighborhood areas between Prune Avenue and Osgood Road.

NEW EMPLOYEES

AC Transit welcomed these new workers in January, February and March

David Allard
Maintenance
Richmond

Eugene Arnett
Transportation
Emeryville



Louis Bartholomew
Maintenance
Seminary

Richard Benton
Transportation
Emeryville

John Carr
Transportation
Emeryville

David Cartner
Transportation
Emeryville

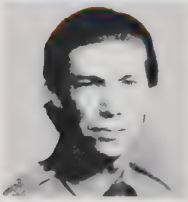
Faye Cooper
Transportation
Emeryville

Virginia Curran
Data Processing
General Office

Diane Dooley
Transportation
Emeryville

Sam Duncan
Transportation
Emeryville

Kenneth Dykes
Maintenance
Seminary



John Eversole
Transportation
Seminary

Fred File
Maintenance
Seminary

Carl Gaines
Finance
General Office

Laverne Gibson
Transportation
Emeryville

George Graner
Maintenance
Emeryville

Renee Havana
Finance
General Office

Daniel Holle
Transportation
Seminary

Al Lewis
Transportation
Seminary

Juan Limtiaco
Maintenance
Seminary

Beverly Lowe
Finance
General Office

James Montano
Maintenance
Richmond

Wilhelmina Noel
Dial-A-Ride
Richmond

Stanton Nusom
Maintenance
Seminary

Carolyn Phillips
Transportation
Emeryville

Donel Poston
Transportation
Seminary

Joseph Rodrigues
Maintenance
Seminary

Robert Schoonard
Transportation
Seminary

Johnnie Sorrell
Stores
Emeryville

Tomasita Tanuz
Maintenance
Emeryville

Cheryl Torrence
Transportation
Emeryville

Anne Vicary
Maintenance
Seminary

Wilbert Wooten
Transportation
Seminary

CRUSADERS HONORED—AC Transit's United Crusade leaders were honored at a recent ceremony. Accepting in top photograph for the Personnel Department are, from left: Andrew Phillips, Harold Davis and John Rose. In bottom photograph recipients of "Merit Awards" are, back row, from left: Ben F. Williams, Carl Knutson, Ernie Frazer, David Rodrigues, Dennis Houghtelling and Andrew Phillips; front row from left: R. L. Van Dine, J. R. Williams, Glenn Ashmore and Sterling Stewart.

District employees honored by United Crusade

AC Transit and a number of its employees were honored by United Bay Area Crusade recently for what was termed an "outstanding achievement" in raising money to support UBAC activities.

Altogether, the 1974 UBAC effort among District employees raised $17,078, far above early projections of $10,000.

The largest single donation was by driver Richard L. Van Dine, who pledged $20 per week.

Purchase and Stores had a 100 percent sign-up of donors with Seminary Division Maintenance second with 96 percent.

THANKS TO YOU—"Appreciation" awards went to various departments for their exceptional efforts. In the left photo, District Chairman Walter Martin, far left, stands with Avonne Bradshaw, G. L. Gross and Irene Bieneman while UBAC Director Chet Wrenn holds the sign which says it all. In photo at right, Martin presents a "Merit Award" to John Krajcar whose Purchasing and Stores Dept. had a 100 percent sign-up of givers.

East Bay up, transbay down in February

Transbay lines continued to show losses when compared to February a year ago; however, East Bay lines show growth in revenue and patronage figures during February.

Total passenger revenue for February was $1,222,680, down $127,012 or 9.4 percent below the $1,349,692 collected during February, 1974. Transbay revenue of $530,496 was down $149,174 or 21.9 percent below the $679,670 dropped into fare boxes a year ago. East Bay revenue, however, was $692,184, up $22,162 or 3.3 percent above the $670,022 collected during February, 1974.

AC Transit buses carried 4,276,890 passengers during February, down 276,208, or 6.1 percent from the 4,553,098 carried during the month of February, 1974. Passenger losses were recorded on transbay lines, where patronage dropped 394,814 or 28.7 percent, down to 982,145 from the 1,376,959 who rode during the same month a year earlier. On East Bay lines, however, patronage for the month totaled 3,294,745, up 118,606 or 3.7 percent above the February, 1974, figure of 3,176,139.

Nationally, the transit industry indicated a decrease of 1.25 percent in total passengers carried.

Operating costs during February were $3,274,718, up $888,485 or 37.2 percent above year-ago expenses of $2,386,233. The system operated 2,225,106 miles of service during February, an increase of 122,380 miles of 5.8 percent above the 2,102,726 miles operated during February, 1974.

Total income of $3,447,080 left a deficit of $67,933 in meeting full bond debt requirements and operating costs.

Actions of the Board

At an adjourned regular meeting March 26, the Board of Directors:

- Authorized sale of one 1949 model bus to American-International Bus Exchange at not less than the appraised price, on motion of Director McDonnell.
- Authorized trip of one District representative to Washington, D.C. to assist UMTA in development of Master Plan Study of District facilities, on motion of Director Bettencourt.

* * *

At a regular meeting April 9, the Board of Directors:

- Awarded contract for furnishing uniform shirts for drivers to The Hub-Schneider's Uniforms, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized entering into an agreement with Amalgamated Transit Union pursuant to Section 13(c) of the Urban Mass Transportation Act of 1964 as amended, on motion of Director Rinehart.
- Directed sending of letter to UMTA outlining District position on charter operation, on motion of Director Berk.
- Authorized participation in 14th Urban Mass Transportation Management Seminar, on motion of Director Nakadegawa.
- Authorized board members and management staff to attend APTA Regional Conference in San Francisco, on motion of Vice-President McDonnell.
- Authorized General Manager to execute three-year labor agreement with IBEW Local 1245, on motion of Director Nakadegawa.
- Authorized General Manager to file application for operating assistance grant under the Urban Mass Transportation Act of 1964 as amended, on motion of Director Bettencourt.

Transit-Times

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Joseph McCord, Editor

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Vol. 17, No. 11 MAY 1975

Transit-Times

First Bus Service To PILL HILL

INSTITUTE OF GOVERNMENTAL STUDIES
JUN 6 1975
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Gratitude for Pill Hill service

Passenger enthusiasm, and gratitude of the hospitals and medical facilities, greeted first bus service to Oakland's "Pill Hill" this month.

As of May 5, some 2,500 employees in the area now have transit access to Merritt, Peralta and Providence hospitals — not to mention the innumerable patients served.

Lines 59 and 76 - Broadway Terrace-Montclair reroute from Broadway via Hawthorne Ave. and Summit St. to 29th St. between 6 a.m. and 6 p.m. weekdays to provide almost door-step service.

THE COVER—Providence Hospital Administrator Stanley Volga, at left, boards first-day bus servicing Pill Hill. He is accompanied by Associate Administrator Peter Bigelow and Sister Veronica, Coordinator of Sisters.

The new route was scheduled upon the urging of community leaders on a one-year trial basis.

Coordinating efforts among hospital administrations in announcing the service to patients and employees was Richard Wynn, Director of Administrative Hospital Services.

A letter from General Manager Alan L. Bingham, detailing the bus service, was mass produced and included in hospital employee paycheck envelopes and sent with patient billings.

Private medical and dental practices, as well as Pill Hill pharmacies, distributed the notice through similar means.

Regional ID card for handicapped Born of historic joint efforts

Handicapped persons will use the same identification card to receive reduced fares on most, if not all, Bay Area transit systems under a historic example of coordination among the region's transportation properties.

Participating in the coordinated efforts are AC Transit, BART, Golden Gate Transit, S.F. Municipal Railway, Santa Clara County Transit and San Mateo Transit.

Both the handicapped and senior citizens are entitled to discount fares during non-peak hours if new federal operating subsidies are utilized by the transit systems.

The amount of the discount and the hours of use may vary from system to system. But a coordinated implementation plan and certification process, making use of one Bay Region Transit Discount Card, now is in the process of finalization with July 1 targeted as start-up date. Participating properties plan to start handling phone inquiries June 2.

Eligibility for the handicapped will be certified by physicians or through appropriate agencies and organizations and will be handled by the applicant after receiving a package of instructions and an eligibility form.

Once the form is signed, the applicant will come into the transit agency, have his photograph taken and receive the transit discount card.

Offices will be leased on the sixth floor of the Latham Square Building in Oakland to process the cards.

Senior citizens and the handicapped will pay 10 cents, without zone charges, on AC Transit in the East Bay.

Transbay service will cost 30 cents from the central district, jumping to 35 cents for the second and third districts and 40 cents from the fourth district.

District faces challenging expansion, 28 communities now being serviced

Expansion into new areas is providing AC Transit with one of its greatest challenges since the District went into business in 1960.

The bus system now is serving 28 communities, more than double the number it was serving when operations started up last September 1 after a two month strike.

Not only is growth taking place at a rapid pace, much of the service is different, giving employees experience in a multi-mix of transit.

Since 1960, AC Transit has provided traditional bus service in 11 East Bay cities plus across the Bay Bridge to San Francisco.

This pattern of service was changed when bus lines were shifted and rerouted to serve BART stations. With the beginning of BART operations to San Francisco last fall, almost every bus line — 98 in all — were providing connector service to one or more BART stations.

Just the beginning

And that was just the beginning.

Since last September, AC Transit has:

—Inaugurated experimental Dial-A-Ride service in Richmond.

—Inaugurated interim local bus service on a contract basis in Fremont and Newark, after residents voted to annex the District.

—Began plans to implement a combined fixed route and Dial-A-Ride system voted by Fremont and Newark to link a 69-square mile service area to BART stations, shopping centers and other facilities.

—Began express bus service in suburban areas of Contra Costa and Alameda counties under contract arrangements with BART, providing access from train stations to communities without train service. Fourteen cities are involved in the network.

AC TRANSIT bus service has expanded from 12 cities to 28 since last Fall, but the District hasn't forgotten pretty girls, badges and the Stars and Stripes. Newark inaugural service featured Superintendent N. P. Alevizos and Maid of Newark Glenda Hourmouzus in decorated horse car.

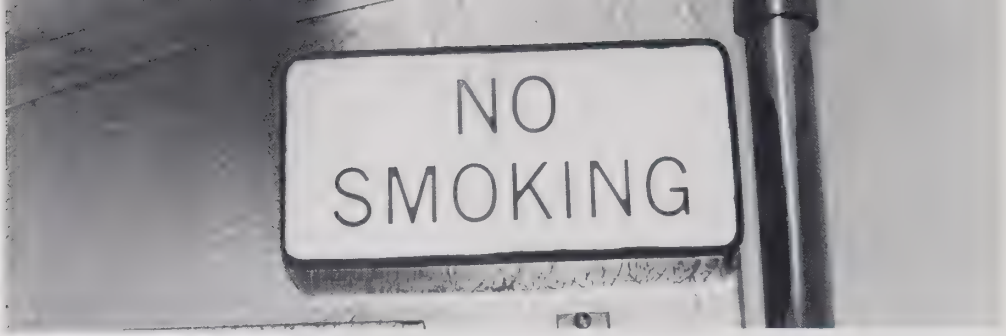
—Began meetings with representatives of some of the same communities for initial local bus service to be provided on a contract basis.

The transit system's service area meanwhile has increased from 175 square miles serving a population of 1,068,315 to 588 square miles, serving 1,392,986. A fleet of 800 buses are in service.

East Bay up

Meanwhile, with the drop in transbay bus riding has come another change in the overall transportation pattern.

East Bay riding — which had been declining — is showing steady growth, reflecting an increase in the number of people who are using the bus to get to BART.



HEAVY HINT—Continuing with a program of disuading passengers from smoking on buses, the District has installed an experimental red "No Smoking" light on one bus and soon will expand the program to another four coaches. Drivers are being asked to observe reaction and results.

Fare zone elimination studied

A survey concluding this month will help determine whether traditional zonal charges could be eliminated.

The overall study, held May 1 and 7, is expected to update an estimate made in 1973 that the District would lose $245,000 in revenue annually if fare zones were eliminated.

DRIVER Frank Andrews collects completed survey card from a passenger traveling through an East Oakland fare zone.

Express buses and transbay lines are not involved in the survey.

The action was prompted by assaults on drivers, including Operator D. F. Hess on April 20 as he was making a fare zone collection at 73rd Ave. and MacArthur Blvd.

Hess, of Castro Valley, suffered a fractured jaw when he was jumped by several men as he made his way back through the bus toward his seat.

As a result, officers of Division 192, Amalgamated Transit Union, asked for the fare boundary to be moved to Dutton Ave. in San Leandro, which they consider a "safer neighborhood."

Passengers traveling westbound on Lines 40, 41B, 43 and 43A filled out survey cards answering where they get on, where they get off, whether they transfer and other traveling facts.

The same questions were asked of patrons moving through East Bay fare zones on other buses, including the 80 Lines from the Hayward, San Leandro and East Oakland areas as well as Line 72, which operates between Oakland and Richmond.

BOARD ACTIONS

(Continued from page 8)

- Authorized going out to bid on two bill/coin changer machines, on motion of Director Rinehart.
- Authorized expenses at San Francisco APTA convention, on motion of Director Rinehart.

Eight pensioners meet death

Eight pensioners, four of whom had transit careers of more than 40 years each, and one active driver, died during recent weeks.

Donald P. Militello, a 28 year-old driver, died suddenly March 15. A resident of Hayward, Militello's only known survivor is his grandmother. He started with AC Transit July 2, 1973.

Retired mechanic *Wayne Dorothy*, 67 at his death March 3, worked from Dec. 29, 1944, to Oct. 1, 1971. He is survived by his widow, Elsie, of San Ramon.

Harry W. Grimes, whose driving career spanned more than four and one-half decades from Sept. 23, 1926, to April 1, 1972, died March 6, at the age of 70.

Grimes is survived by his widow, Margaret, of Sebastopol, and two daughters, Cynthia and Patricia.

Albert Hansen, another long-time transit veteran, with nearly 44 years of service, died Feb. 23 at the age of 91.

Hansen, a trainman, was first employed Jan. 8, 1906, and retired Nov. 1, 1949. His survivors are his widow, Marie, of San Leandro; a son, Albert Jr., also of San Leandro; and a daughter, Mrs. Helen Dudley, of Cupertino.

Fred L. Harkins of Oakland died March 15. He was 82.

Harkins, whose career began Oct. 27, 1924, was a bus driver until his retirement Feb. 1, 1959. He is survived by four sons: Devon of San Francisco, James of Castro Valley, Lester of Hayward and Robert of Portland, Oregon.

Charles E. Kassing, who lived in Lincoln, Nebraska, at the time of his death on March 31, had been a driver from Sept. 19, 1945, until his retirement on Apr. 1, 1969.

Kassing, who was 71, is survived by his widow, Carolyn, and a son, Dean.

Virgil P. Ruckman, a bus driver whose career stretched from Sept. 22, 1924, until his retirement on Mar. 1, 1967, died Feb. 25. He was 74.

Ruckman is survived by his widow, Bessie, of Oakland.

Harold F. Rensford, 60 year-old retired driver, died April 19 after a long illness. He worked from July 17, 1945 to October 1, 1970. He is survived by his widow, Evelyn, of Fallon, Nevada; a daughter, Brenda and sons, Mallon, Tony and Harold Jr.

John F. Bushell, 92 year-old retired dispatcher, died May 1 after suffering heart failure. He worked from April 26, 1911 to January 1, 1948. He was preceded in death by his wife, Agatha and is survived by a son, John F. Bushell Jr. and two daughters, Marie Peterson and Doris Kroetch.

Seminary's climb toward Record safe-driving Unabated in latest tally

Seminary Division bus drivers topped the safe-driving goal in April, making it the twelfth straight month it has done so.

The present record of 15 consecutive months is held by Richmond Division, which reached that level in July, 1971.

The goal for the month of April was 13,250 miles driver per accident. Seminary achieved 14,619.

Emeryville Division scored a higher mark in beating the goal by driving some 17,270 miles per accident.

Volunteer drivers sought

Laney College is in the market for volunteer bus drivers, aged 60 and over.

Interested persons should contact Josephine Dudley at Laney Tower, Suite 514, 900 Fallon St. or call 834-5740, extension 447.

MIKE MILLS, reporter for KRON-TV, gets a chuckle out of winner Reed Onate's shyness during an interview. But if anyone should know that a picture's worth a thousand words, Reed should.

Winning art entries chosen

Dial-A-Rides buses in Richmond last month sported the colorful results of an art contest staged jointly by the Richmond Art Center and AC Transit.

In addition to public display of their works, winners in three categories were awarded scholarships to the class of their choice for either the summer or fall program at the Art Center.

Categories were selected on the basis that they included the people most likely to avail themselves of Dial-A-Ride transportation. Included were entries into Children, Teen and Seniors' divisions.

Winners were five year-old Reed Onate, of 2176 Broadmore Ave., San Pablo, whose drawing of a smiling young man and cheerful dog captured the judges' winning nod.

Teenager Pat Fulco's painting of a juggling clown was judged outstanding entry in her division. Miss Fulco resides at 4526 Barrett Ave., Richmond.

A still-life painting topped the senior category with Helen Roller, of 1329 Bonita Ave., Richmond, winning.

Although Helen Roller was unable to attend the announcement of winners, young Reed and Pat were present to be interviewed for television by Reporter Mike Mills from KRON-TV.

Second cost-of-living Hike raises pay 6 cents, 15 cent jump this year

A cost-of-living allowance of six cents per hour is being paid to all hourly employees in May, in accordance with the District's contract with Division 192, Amalgamated Transit Union.

The pay hike comes on top of a nine cent increase in January, bringing the total cost-of-living adjustments this year to 15 cents. Salaried employees will receive an equivalent wage boost.

The federal cost of living index is the basis for such allowances, which have occurred 15 times since the program began in January, 1969.

Losses shown during March

Transbay lines continued to show losses when compared to March a year ago and East Bay lines dipped slightly in revenue and patronage during March.

Total passenger revenue for March was $1,334,516, down $165,095 or 11 percent below the $1,499,611 collected during March, 1974. Transbay revenue of $582,073 was down $134,650 or 18.8 percent below the $716,723 dropped into fare boxes a year ago. East Bay revenue was $752,443, down $30,445 or 3.9 percent below the $782,888 collected during March, 1974.

AC Transit buses carried 4,611,750 passengers during March, down 548,098, or 10.6 percent from the 5,159,848 carried during the month of March, 1974. Passenger losses were recorded on transbay lines, where patronage dropped 397,347 or 27.3 percent, down 1,057,830 from the 1,455,177 who rode during the same month a year earlier. On East Bay Lines, patronage for the month totaled 3,553,920, down 150,751 or 4.1 percent below the March, 1974, figure of 3,704,671.

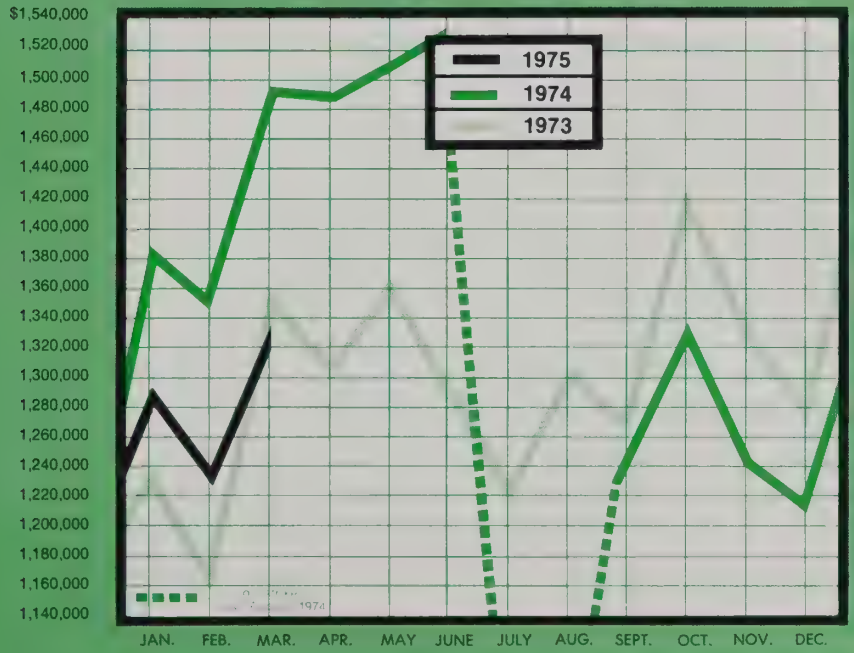
Nationally, the transit industry indicated a decrease of 0.98 percent in total passengers carried.

Operating costs during March were $3,371,583, up $688,287 or 25.7 percent from the March, 1974 operating costs of $2,683,296.

The system operated 2,444,475 miles of service during March, a decrease of 105,479 miles or 4.5 percent below the 2,338,996 miles operated during March, 1974.

Total income of $3,599,406 left a deficit of $11,373 in meeting full bond debt requirements and operating costs.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting April 23, the Board of Directors:

• Expressed appreciation to District Secretary for preparing operating grant application, on motion of Director Rinehart.

• Authorized participation in midyear APTA marketing conference, joint UMTA/APTA marketing conference and the National "Fleet Owner" conference, on motion of Director Rinehart.

• Authorized going out to bid for coin counter/sorter machine, on motion of Director McGuire.

• Authorized Sightseeing Tours operation June 14 through August 30, upon motion of Director Berk.

• Authorized special direct-service trips to Bishop O'Dowd High School, on motion of Director Berk.

• Authorized additional night service to Chabot College, on motion of Director Berk.

• Directed diversion of five evening northbound trips on Line 51-Alameda-Berkeley to the College of Alameda.

• Authorized service to East Bay Regional Park areas from June 14 to Sept. 1.

At the regular meeting May 14, the Board of Directors:

• Authorized lease for property in Newark for new Newark/Fremont Division at rental of $5,350 a month for five year period, on motion of Director Bettencourt.

• Authorized leasing space in Latham Square Building for distribution of Bay Region Transit Discount Fare, on motion of Director Bettencourt. (See story, Pg. 2)

• Authorized purchase of camera for Discount Fare center, on motion of Director Rinehart.

• Agreed to extend Richmond Dial-A-Ride service into Point Richmond, on motion of Director Berk.

• Authorized going out to bid for lightweight trousers for bus drivers, on motion of Director McDonnell.

• Authorized going out to bid for bus stop poles, on motion of Director Bettencourt.

• Authorized leave for General Manager, on motion of Director Bettencourt.

• Adopted new tariff for handicapped and senior citizens, on motion of Director Rinehart. (See story, Pg. 2)

• Approved media budget of $263,350 for advertising, 1975-76 fiscal year, on motion of Director McGuire.

(Continued on page 4)

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JUL 14 1975

UNIVERSITY OF CALIFORNIA

Local Concord bus system approved

FREMONT/NEWARK residents continue to receive improved service with addition of morning and afternoon commute trips to Safeway Retail Offices and the General Motors plant. Safeway's Betty O'Brien affixes a bulletin board display while the district's Charles Sigler looks on.

Consultants suggest new direction In Richmond Dial-A-Ride service

The District may be steering a new course in coming months with its experimental Dial-A-Ride bus service in Richmond.

Possible changes in the highly expensive operation were taken under study by the Board of Directors last month after consultants suggested alternates to the present service.

Recommendations under consideration include:

- Reduction in hours of service. Currently Dial-A-Ride buses operate 20 hours per day, 5 a.m. to 1 a.m., seven days per week. Possible cut backs being studied would reduce service to 6 a.m. to 8 p.m. on weekdays, with no weekend operations, conforming to present BART schedules.
- Raising fares from the current 25 cents per person to 50 cents per person, with half fare for senior citizens and the handicapped. Relaxing transfer privileges to permit free transfer to other fixed routes.
- Developing subscription ridership on regular basis to plants, offices, stores and other large business facilities.
- Increased emphasis on providing transportation for special-needs passengers, such as senior citizens and handicapped.

A public hearing was scheduled June 24 in Richmond to consider these and other possible changes.

A summary of Dial-A-Ride operations for 34 weeks ending May 10 shows the net operating loss per passenger at $3.76. The operating loss per ride for the year is expected to average $3.49.

Loss per passenger on similar fixed routes in recent weeks showed Line 55-Dutton Ave. at 83 cents per rider and Line 68-Richmond Heights at 79 cents.

Park District receives Summer bus service

Special East Bay Regional Park District bus service has begun.

Operating June 14 through Sept. 1, coaches will serve Don Castro, Lake Chabot, Roberts and Tilden Parks.

Fares will be 25 cents per passenger and an additional 25 cents per bicycle, for patrons availing themselves of the "Tilden Tripper," which is fitted for bicycle transport to Tilden Park.

The East Bay Regional Park District has agreed to help defray operating costs. It also will handle publicity for the summer service.

Safety goal beaten

Emeryville, Richmond and Seminary Divisions all topped the safe-driving goal in May, with Seminary having done so for 13 consecutive months.

With a goal of 13,250 miles driven per accident, the District average for May was 15,052.

Interzone fare charges dropped

Interzone fare charges on AC Transit's East Bay local lines will be eliminated July 1 because more than half of neighborhood riders are now making shorter trips.

Starting on that date, regular adult local bus riders will pay a straight fare of 25 cents throughout the East Bay.

Interzone fares still will be collected on intercity express lines, which offer premium service and are used for longer rides. Zone fares also will be maintained on transbay bus lines, where lengthy trips are involved.

Board Directors agreed at a meeting last month to eliminate zone charges on local bus lines on the basis of a survey conducted earlier in May.

Assault prompts survey

The survey was prompted by assaults on drivers, including an April attack against an operator at 73rd Ave. and MacArthur Blvd.

The check showed 53 percent of interzonal local riders are making trips that average between five and six miles — virtually the same average trip length for passengers riding for the single zone fare of 25 cents.

Over the last two years in which BART has been in operation, travel habits have changed and annual interzone revenue has declined 30 percent, from $206,350 in 1973 to a projected $142,000 in 1975.

Delays avoided

By eliminating the zone charges on 24 local lines, the district can expect to reduce passenger misunderstandings and avoid service delays, directors were told.

The new policy also is expected to increase ridership revenue by an estimated $46,000 annually and will result in a savings of $13,000 in supplies, handling and industrial compensation claims, plus the costs for security services and supervision.

Extra fare for longer trips has been a tradition on East Bay transit lines for decades and even railroad historians can't remember when the policy started.

Zone boundaries now are set at Carlson Blvd. to the north and 73rd Ave., 143rd Ave. and Tennyson Road to the south.

District's public safety Contributions praised

Central Dispatch and drivers were lauded last month for their contributions to public safety.

Dr. Ken Hoh, chairman of the Citizens' Crime Prevention Committee, presented Board members with a Certificate of Appreciation May 28 in recognition of those efforts.

Hoh noted crimes have been thwarted by means of Central Dispatch's prompt notification to police agencies when drivers radio an alert.

The document bore the signatures of Oakland Mayor John Reading and Police Chief George Hart along with that of Dr. Hoh.

It was photo-enlarged and sent to Central Dispatch and all Divisions.

DISPATCHER David Hightman continues with calibre work which brought praises.

Concord system approved

Local service for Concord became assured this month as the City Council of that community entered into an agreement with the District for a bus system.

Buses are scheduled to run beginning Sept. 8.

The District's Board of Directors agreed to the contract May 29; its approval was followed by Concord's action at a meeting June 9.

Some seven basic routes are planned for the city.

Under terms of the agreement, buses will be operated from 5:30 a.m. to 7:30 p.m. on weekdays with a frequency of about 30 minutes on most lines during commute hours.

Buses will operate approximately every hour during midday.

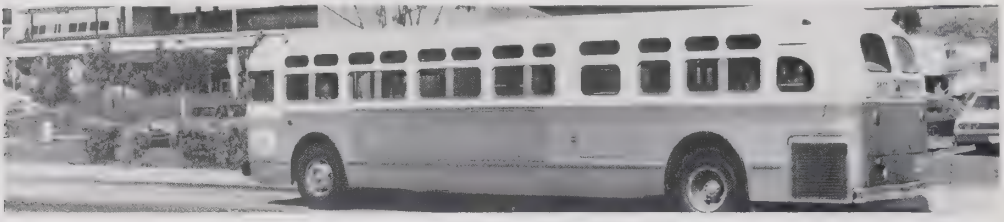
Saturday service will operate hourly from 10 a.m. to 5 p.m.

Commute hour service will be oriented to BART/Concord with midday and Saturday operations serving Sun Valley Shopping Center.

THE COVER — Bus arrives at BART/Concord symbolizing agreement between Concord and the District to initiate bus service Sept. 8.

A basic fare of 25 cents for adults and children will be charged, with a discount for senior citizens and handicapped.

The agreement calls for the City of Concord to establish routes, levels of service and fare structures, with advice and counsel of AC Transit.



SURPLUS buses will carry passengers in first local Concord service.

Federal funding assures receipt Of new coaches by year's end

With federal funding assured, residents receiving special bus extension service to BART in suburban areas of Alameda and Contra Costa Counties can expect to be riding on new, deluxe coaches before Jan. 1.

Delivery of 36 new buses is contemplated for October or November, replacing surplus AC Transit coaches now in service. Lowest bidder was Flxible Co. with a bid of $71,108 per bus delivered.

Approval of a federal grant of $2,612,396, announced last month in Washington, D. C. by U. S. Secretary of Transportation William T. Coleman Jr. will cover 80 percent of costs for recliner type, comfortable suburban buses.

The grant also is expected to cover costs of 30 shelters, 30 benches, signs and poles, fare boxes, radios and other items. The other 20 percent of capital expenses will be paid from sales tax generated in the area. Total cost is estimated at $3,265,495.

The District is operating the service under contract with BART from train stations to Livermore-Pleasanton-Dublin; Alamo-Danville-San Ramon; Pittsburg-Antioch-Oakley-Brentwood; Martinez, Pleasant Hill and Pinole.

WELL DONE—Superintendent W. T. Gauer extends the District's sincere thanks to Operator H. K. Peterson, who is retiring after 33 years service. Peterson's wife, Grace, displays plaque given in gratitude by passengers.

Veterans of 57 years retire

Two District operators are retired this month after a combined 57 years of employment.

Lawrence Borba, 65, began his career 24 years ago and was based out of Seminary Division. Most recently he drove Line U-Livermore.

Borba resides in San Lorenzo with his 21-year-old son, David, a student.

H. K. Peterson, 65, is a veteran of 33 years service.

Working out of Emeryville Division, Peterson noted he had seen many lines change as the East Bay grew.

He and his wife, Grace, plan to "visit relatives and travel."

"It's been a good life but now we're ready to have a little more fun."

Operator Bainter frees trapped man From flaming car on Bay Bridge

A San Bruno man credits being alive today to Operator Raymond Bainter who rescued him from an overturned, flaming car on the Bay Bridge.

Bainter, an 11 year veteran bus driver, was driving his Line F bus from Berkeley across the bridge May 27 following Line C coach from Piedmont when the accident happened.

A car in front of both buses suddenly swerved leftward revealing a stalled vehicle with its lights out.

California Highway Patrol officials said the Line C coach was unable to maneuver past the vehicle, hitting it and causing it to flip on its side. The C coach driver and passengers were unhurt.

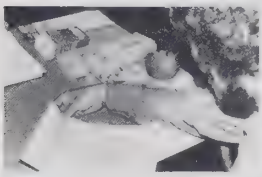
The damaged car burst into flames and seemed to be on the verge of exploding, witnesses said. Flames blocked the door at the top of the wreck.

Bainter said he saw a man's hand at the window and heard him calling for help. Bainter kicked in the windshield and hauled James Cochran of San Burno to safety. Cochran luckily suffered only a small cut on his leg.

Bainter's right hand received a small laceration.

Officials extinguished the blaze as Cochran profusely thanked Bainter, adding, "You saved my life."

25 YEARS of safe driving brings a smile to Earl Thoma after ceremonies and an award last month at Seminary Division.



BOB LEVINE, first handicapped patron to apply for a discount card, studies the certification form and is photographed. Above, representatives from all participating properties review the program during a conference.

ID center for handicapped opens As regional discount program nears

The District's center for issuance of the Bay Region Transit Discount card for the handicapped opened with heartening results this month.

District operators fielded telephone inquiries concerning the program as patrons awaited the July 1 start-up date.

Room 601 in Oakland's Latham Square Building now is providing instructions on how to receive the card.

After forms are completed, and a doctor's confirmation is returned, handicapped passengers are photographed in Room 601.

The photography takes only minutes with riders receiving the finished, laminated card before they leave.

Similar centers at other Bay Area transit agencies are scheduled to open soon.

Participating in efforts which produced the region-wide card were AC Transit, BART, Golden Gate Transit, S. F. Municipal Railway, Santa Clara County Transit. Other properties plan to use the same card.

With full implementation, eligible riders can use one card to board any transit system in the nine Bay Area counties at a discount rate subject to local transit tariff.

Robert L. Levine, a transit planner with the Metropolitan Transportation Commission, was the first handicapped patron to be processed at the District's center.

Levine and other cardholders will ride AC Transit for a 10 cent fare, without zone charges, on East Bay buses in off peak hours.

The charge for transbay service will be approximately half fare with zone charges.

APTA lauds District For safety record

Frequency of passenger accidents decreased 13.5 percent in 1974 while a 4.5 percent decrease occurred in traffic collisions.

That record of safety improvement has earned the District a special citation from the American Public Transit Association.

AC Transit is among 15 properties nationwide averaging more than 22,000 miles without a collision and more than 320,000 miles without a passenger accident during 1974, according to APTA.

The APTA Safety Awards, inaugurated in 1914, commemorate the high rate of safety in North American bus transit operations.

East Bay up, transbay down in April

Transbay lines continued to show losses when compared to April a year ago; however, East Bay lines show growth in revenue and patronage figures during April.

Total passenger revenue for April was $1,384,252 down $102,706 or 6.9 percent below the $1,486,958 collected during April, 1974.

Transbay revenue of $595,719 was down $169,788 or 22.2 percent below the $765,507 dropped into fare boxes a year ago. East Bay revenue was $788,533, up $67,082 or 9.3 percent above the $721,451 collected during April, 1974.

AC Transit buses carried 4,844,978 passengers during April, down 135,497 or 2.7 percent from the 4,980,475 carried during the month of April, 1974. Passenger losses were recorded on transbay lines, where patronage dropped 443,171 or 28.7 percent, down to 1,102,482 from the 1,545,653 who rode during the same month a year earlier. On East Bay lines, patronage for the month totaled 3,742,496, up 307,674 or 9 percent above the April, 1974 figure of 3,434,822.

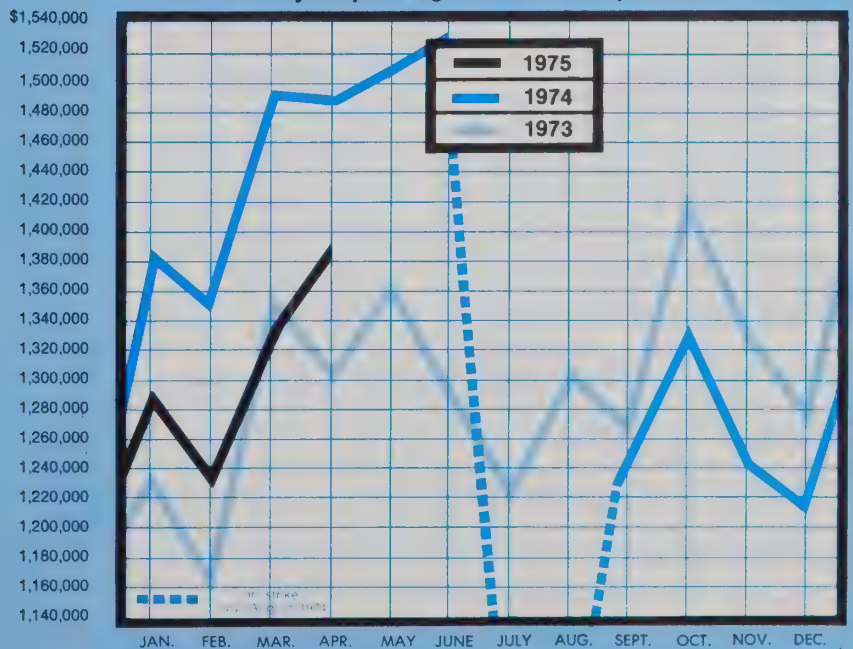
Nationally, the transit industry indicated no perceptible change in total passengers carried.

Operating costs during April were $3,341,369, up $677,410 or 25.4 percent from April, 1974 operating costs of $2,663,959.

The system operated 2,501,904 miles of service during April, an increase of 145,595 miles or 6.2 percent above the 2,356,309 miles operated during April, 1974.

Total income of $3,736,917 covered operational costs and left a surplus of $173,050 after meeting full bond debt requirements.

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting May 28, the Board of Directors:

- Referred bid on electric counter/sorter machine to management for recommendation, on motion of Director Nakadegawa.
- Authorized elimination of interzone fare charges on East Bay local lines effective July 1, 1975, on motion of Director Rinehart. (See Story, Pg. 3)
- Authorized funding of Union Pension Plan at rate of 8.28 percent of payrolls for 1975-76 fiscal year, and non-union Pension Plan on basis consistent with current year, on motion of Director Rinehart.
- Authorized current Fremont/Newark service continued as interim service for Special Service District No. 2, on motion of Director Berk. (See Picture, Pg. 2)
- Authorized executing agreement between District and City of Concord for planned local bus service, on motion of Director Berk. (See Story, Pg. 4)
- Approved diversion of one trip on Line 42-Naval Air Station to serve BART/Lake Merritt, on motion of Director Berk.

* * *

At a regular meeting June 11, the Board of Directors:

- Awarded contract for furnishing uniform trousers and slacks for drivers to Bricker-Mincolla Uniforms, apparent low bidder, subject to compliance with specifications, on motion of Director Rinehart.
- Awarded contract for furnishing galvanized pipe to San Pablo Plumbing, subject to compliance with specifications, on motion of Director Rinehart.

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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
LOWELL D. WEIGHT ..... Treasurer-Controller

- Authorized sending of letter to outlying cities in Alameda and Contra Costa Counties expressing willingness to assist in local transit implementation, on motion of Director Bettencourt.
- Authorized General Manager to set public hearing on application for electronic data processing equipment and operations grant for July 23, on motion of Director Rinehart.
- Adopted operating estimate for fiscal 1975-76, on motion of Director Rinehart.
- Adjourned to June 24, 7:30 p.m., Richmond City Council Chambers, for purpose of holding public hearing on Dial-A-Ride operations, on motion of Director McDonnell. (See story, Pg. 2)

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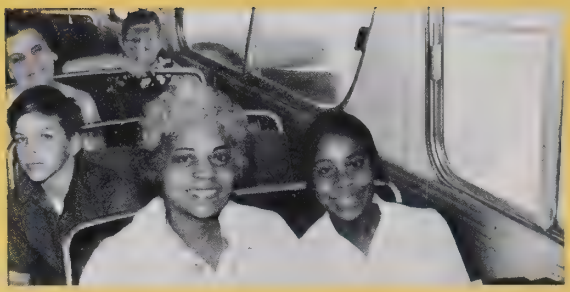
UNIVERSITY OF CALIFORNIA

New safe-driving record set

Our 'Stockholders' Write



"They're Only Doing Their Job" is a phrase which is used far too many times, oblivious of courtesy involved or energies expended.

The efficiency and courtesy demonstrated by *Lillian Lucero* retrieving an extremely valuable set of keys from Bus 15M restored my respect for Public Transportation Employees.

A very special thanks to Lillian Lucero.

Len Johnson
Synanon Foundation

* * *

... At the BART station in Hayward, I observed the helpfulness and courtesy of one of your bus drivers. And I feel he should be commended.

A woman, because she mispronounced the name of a street, was given the wrong information by some passengers.

She should have boarded our bus, but went off into the crowd. When Driver *R. D. Gaylord* learned of it, he went out and found the woman and brought her back.

Mr. Gaylord was pleasant and helpful to all the passengers. That isn't always the case now days.

Mrs. Patrick N. Clarke
Sonora

* * *

I am usually a very satisfied bus patron. Your drivers are generally very helpful, polite and courteous.

Recently, however, I had the misfortune to ride a bus which was driven by a disgruntled driver who seemed to be trying to match the grey, cold and harsh day with an equally hostile disposition.

I am certain he followed every rule, but it appeared that he did so to spite his passengers. Perhaps he does not realize that his treatment of passengers invites rude, rough and inconsiderate treatment in return.

Karen S. Y. Ho
Berkeley

(The operator has been identified, reinstructed and made aware of your complaint. — Ed.)

* * *

I have been intending to write a letter to thank you for building such lovely shelters at some of the bus stops.

Not only are they practical and useful but they add immeasurably to the landscape, and I want you to know that a bus commuter for many years appreciates this added comfort.

Jean Menzies
San Leandro

* * *

I would like to express my appreciation regarding a requested schedule change.

The request involved a westbound route originating in San Leandro at Arquello Ave. and Monterey Blvd. and connecting with Line-RD at Estudillo and East 14th St.

Procedures were implemented within two weeks to improve the transfer time and completely resolved my commute problem.

It is extremely gratifying and reassuring to know that a large and active company such as AC Transit is still responsive to the needs of individuals.

T. L. Grigsby
San Leandro

Dial-A-Ride experiment ends

The District will abandon its Richmond Dial-A-Ride service Sept. 5 — last day of operation — because it costs too much per passenger to operate.

Night time and weekend service were phased out earlier this month. Weekend service stopped effective July 20 and weekday service hours were cut back to 6 a.m. to 8 p.m.

Dial-A-Ride had been operating 5 a.m. to 1 a.m. seven days a week.

Fares remained at 25 cents, with senior citizens and handicapped paying 10 cents in off-peak hours.

Board members agreed July 9 that Dial-A-Ride was successful and offered great potential, including door step convenience and security. But it was too expensive to continue.

Cost prohibitive

Net operating loss per ride is expected to average $3.64 for the year-long experiment, while total net operating loss is projected at $1,038,445. The project started September 16, 1974, and is considered one of the most efficient operations of its kind in the country.

Twelve buses especially tailored for the project were carrying an average of 950 a day and occasionally topped 1,100.

Social benefits offered by the door-to-door service and the opportunity presented for people to safely travel by public transportation were extensive.

Concept worked

President Kimi Fujji of Hayward commented, "We found out the concept worked. But it has been costly and all of us have been concerned in behalf of other taxpayers of the District."

Extensive analysis has shown built-up urban areas, already dependent on transit are not appropriate locations for Dial-A-Ride, due to the limited capacity of the specialized service, Alan L. Bingham, General Manager, told directors.

Neighborhood fixed routes in Richmond are carrying too many riders to consider their abandonment in favor of a Dial-A-Ride, he added.

"We can find very little demonstrated need for service beyond what fixed routes already are providing in Richmond. Where suburban areas have built up without transit, there is some applicability for Dial-A-Ride," Bingham said.

Consultants wrong

Consultants who picked a five square mile area of central Richmond for the project site, estimated a large percentage of patronage would come from BART riders and from senior citizens and other low mobility persons. Neither supposition materialized.

Over 50 percent of the people who used Dial-A-Ride were under 25 years of age and most had access to fixed route transportation, surveys have disclosed.

In a message to Division 5 personnel, Bingham said he believed they have been personally involved and dedicated to making Dial-A-Ride a successful operation.

"It has given AC Transit valuable experience, as well as providing a unique service for many people," he told controllers and drivers.

Personnel praised

"You have done your job and contributed greatly to an important experiment. I am very proud of your efforts and accomplishments and the other folks at AC Transit join me, I'm sure, in saluting your hard work and your endeavors," the General Manager stated.

BOSCO finishes last day with assistance to driver and, at right, enjoys party later that night.

Peter and Adele Bosco seek True equality through retirement

For nine years Peter and Adele Bosco took turns bossing each other, but from now on it looks like Adele will have the upper hand.

Peter, a 34 year veteran of transit service, retired this month to his Colfax home, the domain of his wife.

"At least before, I had the opportunity to supervise her at work. But now the story will change, Bosco said.

For nine years, Adele worked as a District bus driver while Bosco served as a supervisor. Adele retired on Jan. 1, 1973.

Despite Bosco's loss of official supervisorial authority of his wife, he's looking forward to retirement.

In 1941, he joined the old Key System working in the train control tower and quickly moved to positions of motorman, conductor and train master.

When train service ended, he transferred to the equivalent post of bus supervisor in 1952.

"Everyday was a challenge; there was always something new to cope with. But I enjoyed it all," he said.

Four years ago, the Boscos purchased their home in Colfax, which rests of two acres "of the most beautiful land you'll ever see."

He plans to spend much time exploring the mountainous region with his Boston terriers, Penny and Sparky.

"As far as sitting in a rocking chair, that's out of the question," Bosco laughed.

Close to 100 persons attended his farewell dinner July 11 held at Curly's restaurant in Richmond as Bosco invited all to drop by when in the Colfax area.

All Divisions beat Safety goal, Record set

Emeryville, Richmond and Seminary Divisions all topped the safe-driving goal in June, making it the second consecutive month for all Divisions to have done so.

It was the 14th straight month Seminary has beaten the goal — and now is one month away from tying Richmond's 1971 record of 15 months.

THE COVER — Perpetual Traveling Trophy displayed by, from left, Dial-A-Ride Asst. Superintendent Billy Lyle, John Wesley and Ed Shephard.

With a goal of 13,250 miles driven per accident, Emeryville recorded 14,642 miles while Richmond scored 17,649 miles and Seminary achieved 22,697 miles.

Richmond Dial-A-Ride had only one accident in 39,165 miles driven during June and wins the perputual safety trophy.

The District wide average was 18,269 miles covered per accident occurrence.

Lower assessment seen by taxpayers As fiscal year brings reduction

Taxpayers can look forward to a District tax decrease of from five to seven cents during this fiscal year, which began July 1.

Amount of tax reduction will depend on final figures relating to population and cost of living increases as compared to assessed valuation increases.

However, some tax savings can be expected by residents in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Leandro, San Pablo and the Hayward-Castro Valley-San Lorenzo area.

Property taxes were boosted last year to a consolidated rate of 53.6 cents per $100 of assessed valuation, after a two-month strike, to help offset increased labor costs and other escalating expenses.

A portion of the tax, however, could be charged under State law for only a one year period — and the new rate will be cut accordingly.

Exact tax rates will not be set until August, when final assessment valuations are released. But an operating estimate adopted by the Board of Directors projects a consolidated tax rate of approximately 46 cents.

1,100 discount applicants processed

Open less than a month, the District's center for issuance of the Bay Region Transit Discount card has distributed more than 1,100 eligibility packets to handicapped applicants.

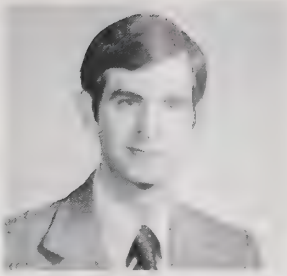
Participating transit properties began honoring the card July 1.

By that date, the center had processed more than 120 cards providing disabled holders with reduced fare transportation.

The same card also is being issued to senior citizens, who are entitled to the same discount.

Discounts vary from property to property, with AC Transit offering a 10 cent fare during off-peak hours in the East Bay and approximately half fare on transbay lines.

FIRST CONCORD bus pole goes up with assistance of Dwight Thomas, middle, of Concord's Committee on Transportation. At right, Concord planner Edward Phillips watches as District's William Sullivan steadys pole.



Lawrence A. Rosenberg

Rosenberg to attend Fall Carnegie seminar

Lawrence A. Rosenberg, District Secretary and Administrative Projects Manager, will attend a six-week long seminar this fall.

Rosenberg will join other transit industry personnel from around the United States and from several foreign countries in an intensive program studying new concepts in transit management.

The seminar will begin Sept. 8 in Pittsburgh, Pa. Following 100 hours of classroom study during four weeks at Carnegie Mellon University, the group will spend two weeks touring various transit systems.

'Tilden Tripper' Gets heavy use

Summer burst into full bloom this month for bicycle enthusiasts with the help of AC Transit.

Some 144 bicycles and their owners were transported to Tilden Park between June 14 and July 14, the first month of the District's "Tilden Tripper" service.

Although the summer run began last year, it was curtailed due to the strike of July and August.

This year, however, it's apparent that cyclists are taking full advantage of an opportunity to reserve their strength for Tilden Park excursions by riding the bus.

Also being offered through Sept. 1 are coach trips to Don Castro, Lake Chabot and Roberts Parks for summer recreation by means of AC Transit.

Fares are 25 cents and an additional 25 cents for bicycles carried on the "Tilden Tripper."

Cost of operating service to the parks is being partially borne by the East Bay Regional Park District.

EVALUATED—First, enlarged route map on shelter draws attention of passenger as District evaluates its results.

TOURS ROLL as Lisa Picchi and Diane Malinak take reservations, line forms for tickets and happy vacationers await adventure after boarding coach.

Ninth year of Sunshine Tours rolls As eager vacationers stand in line

There's nothing wrong with going off in all directions — especially if you are taking AC Transit's Sunshine Summer Fun Tours.

This year 25 different scheduled trips are providing residents and visitors with opportunities to see such varied spots as Alcatraz Island, Carmel, Napa Valley wineries, Stanford University and Marine World.

Ninth year of tours

This is the ninth year Summer Tours have been offered, providing a special service for people and making use of equipment and drivers in off-peak hours.

Originally, in 1967, there was a single tour of local attractions such as the Mormon Temple, Alameda's Gold Coast, the Coliseum, Berkeley and other places in the immediate vicinity. The first year AC Transit tour buses carried 612 passengers.

In 1975, an estimated 6,000 passengers will be carried as the expanded tours continue through August 29. For many, the tours serve as the only "vacation" activity.

In fact, many riders have informed the District their entire year was spent looking forward to the tours. And some see too it that the season doesn't pass without them having taken all tours offered.

Determined by survey

Destinations of the tours are determined by earlier surveys of passengers to see where they want to go. However, all destinations are picked on the basis that riders can reach them and return to Oakland in a single day.

Tours start and conclude at Jack London Square.

Groups may also arrange for a special tour by contacting the District's Charter Department.

New MTC grant announced

The District has received an $11.3 million federal grant to pay for 80 percent of the cost of acquiring 121 new buses and related equipment.

The remainder of the $14.1 million project, some $2.8 million, will come from state sale tax funds allocated to the District by the Metropolitan Transportation Commission.

Eighty of the buses will be used in Special Transit Service District No. 1, the 11 city region from San Pablo to Hayward. Included in the 80 buses will be 19 small models, 31 standard size buses and 30 articulated models, under present projections.

Forty-one new buses will be allocated to Special Transit Service District No. 2, in Fremont/Newark. Of these, ten will be the standard 40-foot models and 31 will be small coaches, planned for Dial-A-Ride service, which will operate in conjunction with a fixed-route system.

Grant funds also will be used to defray costs of acquiring additional shelters, fareboxes, two-way radios and other equipment.

Three District pensioners die in June, 90 years of transit service given

Three District pensioners died last month, one of whom had seen 40 years of public transit service. Miss *Minnie Thurow*, 89, died peacefully in her sleep June 14.

Miss Thurow, of 2704 Webster St., Berkeley, was pensioned on Oct. 1, 1951 after beginning her career in the accounting department on February 12, 1912.

She is survived by a sister, Emily F. Shean.

Doyle W. French, 61, succumbed to a heart attack June 28 after having worked as an operator for 28 years.

French was hired on December 26, 1945 and worked until his retirement on January 1, 1974.

He is survived by his widow, Alice C. French and four daughters; Dorothy, Barbara, Carolyn and Marilyn.

The French family resides at 55 Pacific Ave., West Pittsburg.

Coronary attack also claimed the life of *James L. Warren*, 74, a former stores department employee, who died June 6.

He retired on October 1, 1967 after having worked from May 14, 1945.

Warren, who lived in Clearlake Highlands, Calif., is survived by a daughter, Joan W. Parker.

BART parking lot price hike Can be avoided by taking the bus

For commuters wishing to avoid BART parking lot price increases, the answer lies with AC Transit.

The District currently operates 120 bus runs to 22 BART stations in the East Bay. And the cost of riding buses to BART will become even a better bargain when BART raises parking lot prices to 25 and 50 cents Nov. 1.

A usual round trip from home to BART via bus costs only 25 cents, since free bus transfers are available from the paid area of BART.

District equipment is already at a level sufficient for ridership to BART.

BART stations are served by bus commute service in the Fremont/Newark area, suburban locales in Contra Costa County as well as regular East Bay lines.

COMMUNITY SERVICE
Operator Raymond F. Bainter, left, receives the District's Community Service Citation from General Manager Alan L. Bingham at a June 25 Board of Directors meeting. Bainter rescued a trapped driver from his flaming car on the Bay Bridge May 27.

Personnel offices centralized

A new centralized home for AC Transit's Personnel Department is in full operation this month, adding to the efficiency of an already well organized group of workers.

Since Aug. 3, 1964, and until recently, the department had operated through two offices — one located in the Latham Square Building, which houses the District's executive offices, and another at Seminary Division.

Both are now merged on the sixth floor of the downtown Oakland building.

In the past, all applicants for operator and maintenance positions were processed at Seminary while other personnel applied in offices on the fourth floor of Latham Square.

But as the District grew, so grew the personnel department. Expanding from two employees downtown, to a total of 12 now, the 533 square feet of office space on the fourth floor became too crowded.

"It wasn't just a question of space, although that was a large enough problem. We wanted to centralize both our files and our processing operation," explained Robert J. Shamoon, assistant personnel manager.

With both offices merged, the department now has an appreciated 2,000 square feet.

Applications for employment with the District average 65 per day, Shamoon noted, and have gone close to 100.

All matters dealing with health and welfare programs are routed through Personnel, as are unemployment claims, employee relations and salary reviews.

Beside the necessary procedures involved in hiring a new employee, the Personnel Department has its hands full with many other, equally necessary functions.

Luck holds steady During 13th year In Maintenance

The number 13 may conjure visions of lurking misfortune for some, but to the Maintenance Department it is a milestone of excellence.

For the 13th consecutive year, the department has been awarded the Fleet Owner Maintenance Efficiency Award.

Ceremonies were held May 27 in Chicago with Richard Bertz accepting the award and congratulations from the national Fleet Owner organization.

The honor is bestowed upon those transit properties whose record of equipment maintenance meets standards based on number of miles per year in use, longevity and safety.

AC Transit long has been noted as a leader in maintenance due to its "color key" method of dating equipment replacement.

NEW EMPLOYEES

AC Transit welcomed these new workers in April, May and June

Butler Brown
Maintenance
Seminary

Douglas Byrne
Maintenance
Richmond

Roger C. Cottle
Transportation
Emeryville

Donald R. Isaac
Transportation
Emeryville

Lucille Jackson
Transportation
Emeryville

Lerone Lynch
Transportation
Richmond

Terry R. Murray
Maintenance
Emeryville

Charles Power
Maintenance
Emeryville

Bernell Thomas
Finance
General Office

Lenora A. Washington
Transportation
Emeryville

Transbay down, East Bay up in May

Transbay lines continued to show losses when compared to May a year ago; however, East Bay lines show growth in revenue and patronage figures during May.

Total passenger revenue for April was $1,369,833, down $140,883 or 9.3 percent below the $1,510,716 collected during May, 1974.

Transbay revenue of $594,023 was down $176,969 or 23 percent below the $770,992 dropped into fare boxes a year ago. East Bay revenue was $775,810, up $36,086 or 4.9 percent above the $739,724 collected during May, 1974.

AC Transit buses carried 4,737,276 passengers during May, down 371,668 or 7.3 percent from the 5,108,944 carried during the month of May, 1974. Passenger losses were recorded on transbay lines, where patronage dropped 473,393 or 30.2 percent, down to 1,092,196 from the 1,565,589 who rode during the same month a year earlier. On East Bay lines, patronage for the month totaled 3,645,080, up 101,725 or 2.9 percent above the May, 1974 figure of 3,543,355.

Nationally, the transit industry indicated a decrease of 1.24 percent in total passengers carried.

Operating costs during May were $3,741,314, up $864,304 or 30 percent from May, 1974 operating costs of $2,877,010.

The system operated 2,511,563 miles of service during May, an increase of 90,943 miles or 3.8 percent above the 2,420,620 miles operated during May, 1974.

Total income of $3,719,443 left a deficit of $310,641 in meeting full bond debt requirements.

Actions of the Board

At an adjourned regular meeting June 25, the Board of Directors:

- Rejected all bids for two bill coin changer machines and authorized the General Manager to negotiate on the open market for such equipment, on motion of Director Nakadegawa.
- Extended San Leandro Gold Card program until June 30, 1976, on motion of Director Bettencourt.
- Authorized the General Manager to advertise and seek bids for 120 fire extinguishers and 10 fire hose racks, on motion of Director Rinehart.
- Authorized extension of AC/BART Joint Transfer Agreement, on motion of Director Rinehart.
- Authorized subscription of the District as a continuing member of the Transit Development Corporation, Inc., at a sum of $25,000 for fiscal year 1975-76 only, on motion of Director Rinehart.
- Authorized reduced fare on Richmond Dial-A-Ride of 10 cents during off-peak hours for handicapped and senior citizens, on motion of Director Rinehart. (See story, Pg. 3)

* * *

At an adjourned regular meeting July 9, the Board of Directors:

- Authorized abandonment of Richmond Dial-A-Ride service effective Sept. 6, with weekend service ending effective July 20 and weekday hours reduced to 6 a.m. to 8 p.m., on motion of Director Bettencourt. (See Story, Pg. 3)

* * *

At a regular meeting July 9, the Board of Directors:

- Awarded contract to Rowe International for two bill/coin changer machines at price of $1,480 each, on motion of Director Nakadegawa.
- Authorized the General Manager to advertise and seek bids for shop tools and equipment, on motion of Director McDonnell.
- Authorized Board Members and four management executives, to attend annual APTA meeting in New Orleans, on motion of Director McDonnell.
- Authorized one management representative to participate in transportation seminar, on motion of Director Rinehart. (See story, Pg. 6)
- Authorized AC/BART joint transfer agreement extended to include transfers from express buses to local lines, on motion of Director Rinehart.
- Created new positions to meet requirements of Fremont/Newark Division 6 and Concord contract service, on motion of Director Nakadegawa.

Transit-Times

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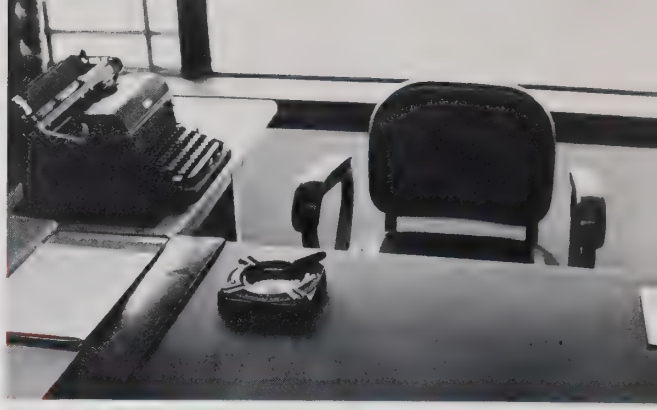
Transit-Times

UNIVERSITY OF CALIFORNIA

Concord service ready to start

Transit giant Harold Davis Ends career



In sum and substance, as Harold Michael Davis might say, the time comes when it's attractive to leave the problems to somebody else.

So, HMD will put away the labor contract and hang up his track shoes Dec. 1 to retire to the pleasant life of rustling palm trees, lounge chair and tinkling ice. The pleasant life part will start August 25, when he leaves on accumulated vacation time.

Davis, 62, has had a long busy career in the transit industry.

Began in Lost and Found

His experience goes back to 1938, when he went to work for the Los Angeles Railway in lost and found, progressing to ticket clerk.

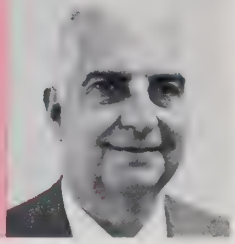
During World War II he served in the U.S. Navy as a chief yeoman. When he returned to his transit job in 1945, Los Angeles Railway had been gathered into the fold of National City Lines and Davis found he was working for Los Angeles Transit Lines in public relations, handling recreation.

Assistant to president

During his 15 years with NCL, Davis bounded up the ladder, working as secretary to the manager, in maintenance, in industrial relations and, from 1953 until 1960, as executive assistant to the president. He moved to the East Bay in 1947, after NCL bought out Key System.

His tenure with AC Transit started in 1960, when Davis was one of the few executives from Key System Transit Lines to remain on the property.

THE STARK reality of Davis' absence is made clear by his empty office with ever-present cigar left behind.



As assistant general manager for personnel at AC Transit, Davis has worn a variety of hats.

He has had responsibility for coordination and administration of the personnel department, safety and training, employment and labor negotiations and also directed maintenance of building and grounds.

Davis' most notable achievement as far as fellow workers are concerned has been as head of the District negotiating team. He has led the team through a variety of negotiations and has been on the firing line constantly during labor disputes.

Pension board chairman

His proudest experience was serving as chairman of the board which administered the employees pension fund since AC Transit went into operation in 1960.

"I'm real proud of that," Davis said. "But now I want to get out while I still feel good enough to enjoy it. Let some of these younger people do the hassling."

Plans ahead include some traveling — and the decision of whether to go touring in Ireland first or to Mexico or to Maui or the other way around.

Community of Concord awaits City's inaugural day festivities

Gala celebration plans are progressing for inauguration of Concord's first local bus system, with coaches primed to roll Sept. 8.

Some 800 posters have been posted throughout the community urging patrons to "Step Aboard!" a system which will bring public transit to within a quarter mile of 75 per cent of residents.

V.I.P.'s to travel

A morning of festivities are planned for first day service.

At 9 a.m., civic leaders of Concord will gather outside BART/Concord to officially open service.

AC Transit Board Members have been invited to attend as have BART representatives.

A band will play and a bus will take V.I.P.'s for a short cruise around town. All of the buses will carry banners announcing Concord's first local bus service.

Timetables will be available from the Chamber of Commerce, City Hall and various businesses.

Seven routes

Seven basic routes are planned for the city of 94,000.

Six of the lines will zero in on BART/Concord, providing commuters with economical and easy access to trains. One line, from the Ygnacio Valley section of Concord, will operate to BART/Pleasant Hill during peak hours.

All of the buses will provide transit service to major destinations, including schools, parks, medical and dental facilities, shopping centers and individual business establishments.

Some of the bus lines will continue during midday hours to Sun Valley, adding another major shopping center to commercial sites.

On weekdays, buses will operate every half hour during peak periods, 5:30 to 9 a.m., and from 4:30 to 7:30 p.m., and hourly from 9 a.m. to 4:30 p.m. Saturday service will operate hourly from approximately 11 a.m. to 5 p.m.

Drivers are currently undergoing training for the new routes and Transit Information operators began receiving calls asking about the new service a month before start-up date. A toll-free number, 938-7654, went into operation Aug. 1.

Regular fares, for persons between 18 and 64 years-old, will be 25 cents. Senior citizens and handicapped will ride for 10 cents, with identification.

Youth fare

Youths between six and 17 years, and students with identification, will pay 15 cents. Children under five will ride for free when accompanied by a paying passenger, with a maximum of two children.

Fares and routes are set by Concord with the counsel of the District.

Riders will be able to transfer free between local bus lines.

THE COVER—Headsigns are completed for use in Concord's new bus system which begins rolling Sept. 8 amid Opening Day celebrations.

Bus passengers en route to BART, however, pay regular fares on both systems. Upon returning from BART, patrons will obtain a transfer from transfer issuing machine in the paid area of stations for free rides on local Concord buses.

Public speaks on system design

AC Transit consulted with the public this month to obtain input into a final system design for expanded bus service in Fremont and Newark.

Public hearings were held in both cities by the District Board of Directors to obtain reaction to one of the knotty problems faced by the District.

While Dial-A-Ride was being phased out in Richmond Sept. 5 as being too costly, the District was facing inauguration of a zonal Dial-A-Ride system in Fremont and Newark included in consultant recommendations voted on by the people in approving annexation to AC Transit last November.

The dilemma facing the AC Transit Board of Directors is the substantial lack of funds to pay for the full Dial-A-Ride system as originally promised to the voters.

Dial-A-Ride wanted

Campaign workers and political spokesmen stressed at the public hearings they had promised Dial-A-Ride in getting out the vote and the public would not settle for less than Dial-A-Ride, at least in off-peak hours.

Directors of AC Transit agreed, during informal discussion at the Aug. 13 board meeting, some sort of demand responsive service should be operated in the two cities.

Management, meanwhile, was continuing planning and analysis of alternate systems that could be operated within financial limitations.

Under funds available, there is not enough equipment to operate Dial-A-Ride during commute hours. Consultants, who were engaged by the two cities to plan the original system, found in a second look it would take 58 percent more buses to operate in the commute than they originally planned.

Dial-A-Ride buses can carry only 5 to 7 people an hour.

Instead, the District proposed adding 12 mini routes to the current seven-line fixed route system, to carry passengers in scheduled operation during the commute.

Under this plan, present service would be more than doubled and bus transit would be brought to most areas presently without transportation.

Increased convenience seen

Although it would not be door-to-door, buses would be operating on fixed lines no more than a short walk away. And riders could be sure what time the bus would arrive to take them to their destination.

Initially there seemed to be general agreement on this portion of the bus system plan.

The District also proposed operating virtually the same system of combined fixed routes and mini routes during the off-peak hours for a six months trial period to determine if the passenger demand is low enough to be carried by the available buses and the financial support.

Opposition seemed firm against this proposal on the basis it was not what the public voted on and it was not what they authorized.

Patronage level the key

Ironically, if people are lured from cars in the numbers hoped for and indicated, buses won't be available to carry them and Dial-A-Ride will fail from over patronage, Alan L. Bingham, general manager, said.

Ridership on fixed routes during the peak already is reaching the capacity forecast by consultants.

Alternates were being considered for final acceptance before AC Transit directors set the tax rate in Fremont and Newark on Aug. 27. Voters in the two cities set a maximum of 33 cents for transit purposes.

FIRST FREMONT 'Raider Rooter' service draws fans out of automobiles and into public transit to games.

'Raider Rooter' scores again

The nightmarish vision of trying to park at Berkeley Memorial Stadium prompted swarms of Oakland Raider fans into special "Raider Rooter" buses this month.

As the first exhibition game pitted the Raiders against the Detroit Lions Aug. 10, the District greatly alleviated traffic congestion by carrying some 9,000 patrons to and from the meet.

Fremont, which had "Raider Rooter" buses for the first time, sent close to 300 spectators.

In all, 17 District coaches were needed for patrons throughout the East Bay and San Francisco traveling to the Berkeley Stadium. Five buses were used in Fremont.

Buses leave from various points, beginning two hours before game time and go directly to the game.

Return coaches leave shortly after the final gun sounds.

Service will be available throughout the season for games played at both the Berkeley Stadium and the Oakland Coliseum. Fares range from $1.25 to $2, depending upon location.

Veteran claims adjuster Fred Clarrage Leaves tales of woe for retirement

The District lost one of its veteran claims adjusters last month with the retirement of Fred Clarrage after 37 years in the business.

Few people in any industry have heard as many, or as strange, tales of woe — for it was his job to investigate claims against the District.

Claims come from people with all nature of maladies which they contend were inflicted upon them by the negligence or malice of the District, according to Clarrage.

With nearly 40 years spent in such investigation, Clarrage's discernment for sincerity or the fast con became finely honed.

He first started work with the old Key Route System as a claims adjuster in 1939 and was transfered to the Transit Casualty Co. in 1952.

Joining AC Transit shortly after District buses began rolling, Clarrage had continued his career with the District since December 31, 1961.

A resident of Albany, Clarrage and his wife, Mae, are looking forward to the relaxation of quiet retirement with occasional travels to friends and relatives.

Dozens of District fellow workers turned out for a farewell party held last month in his honor.

The coach that can?

Transcoach tested for local use

The District is experimenting with a small bus in hopes it will prove to be "the coach that can."

The mini-bus may provide the answer for special transit needs for properties across the country.

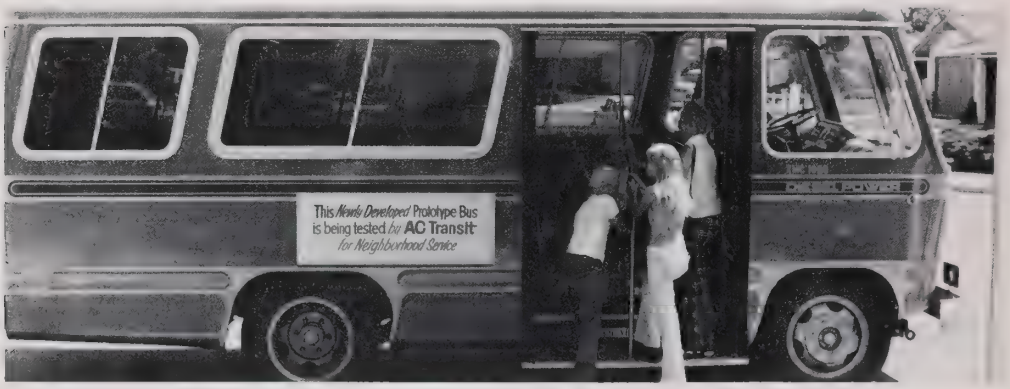
Built by Transcoach of Chatsworth, Calif., the little bus is 22 feet long and seats 21 passengers. AC Transit is hoping to buy 43 small buses for neighborhood service in suburban areas.

It is also available in 23-foot and 25-foot lengths from the manufacturer and seating configuration can be altered.

District personnel worked closely with Transcoach to develop the prototype coach. It currently is being tested in regular revenue operation designed to obtain passenger reaction, driver response and maintenance feedback.

The bus is powered by a 453 Detroit diesel engine and has a model 540 Allison transmission, four speeds automatic. Complete air suspension is provided for easier riding.

A 54-inch door on the side provides easy entrance and exit for passengers. Air brakes with an electric brake retarder for better brake life have been installed. Air conditioning and custom seats provide comfort for riders. A heavy chassis was built especially for the prototype.



Seminary ties safe Driving record

Emeryville, Richmond and Seminary Divisions all topped the safe-driving goal in July, making it the third consecutive month for this all-Division achievement.

It was the 15th straight month Seminary has beaten the goal. The East Oakland Division is now tied with Richmond's 1971 record of 15 months.

With a goal of 13,250 miles driven per accident, Seminary recorded 17,477 miles while Emeryville scored 16,939 and Richmond achieved 13,597 miles.

McCullough retires, First black driver

After almost 29 years of service as a District bus driver, Ausbon McCullough is looking forward to a well earned retirement with the last day of August.

McCullough was the first black driver to be hired by the District's predecessor companies. McCullough, 62, will be honored Sept. 13 by fellow workers at a party in the Emeryville Holiday Inn.

The Division 2 operator was hired on March 3, 1947.

Gains, losses shown in June

East Bay lines continued to show growth in patronage when compared to June a year ago; however, transbay lines show losses during June.

AC Transit buses carried 3,466,520 passengers on East Bay lines, up 102,798 or 3.1 per cent above the June, 1974 figure of 3,363,722. Passenger losses were recorded on transbay lines where patronage dropped 477,798 or 33.1 per cent, down to 963,898 from the 1,441,696 who rode during the same month a year earlier.

District coaches carried 4,430,418 passengers during June, down 375,000 or 7.8 per cent from the 4,805,418 carried during the month of June, 1974.

Total passenger revenue for June was $1,282,464, down $247,919 or 16.2 per cent below the $1,530,383 collected during June, 1974.

Transbay revenue of $535,444 was down $234,422 or 30.4 per cent below the $769,866 dropped into fare boxes a year ago. East Bay revenue was $747,020 collected during June, 1974, down $13,497 or 1.8 per cent below the $760,517 collected during June, 1974.

Nationally the transit industry indicated an increase of 1.07 per cent in total passengers carried.

The system operated 2,391,343 miles of service during June, an increase of 168,295 miles or 7.6 per cent above the 2,223,048 miles operated during June, 1974.

Actions of the Board

At an adjourned regular meeting July 23, the Board of Directors:

- Awarded contract for fire extinguishers and equipment to lowest responsive bidder, subject to compliance with specifications, on motion of Director Rinehart.
- Rejected sole bid on coin counter/sorter and authorized the General Manager to negotiate on the open market, subject to UMTA approval, on motion of Director Berk.
- Authorized the General Manager to advertise and seek bids for purchase of office furniture, office machine and equipment, on motion of Director Berk.
- Extended special service for Oakland Raider games to patrons from District 2 with departures from BART/Fremont, on motion of Director Berk.
- Authorized additional trips from BART/Fremont on Lines 21, 22, 23, 24, 25 and 26; express service between San Francisco and Richmond's Social Security Administration building on Line L; extending route of Line 12C-Oakland Army Base; Saturday service to Merritt College on Line 15 beginning with Fall term; re-routing Lines 81B and 81C, with extension of Line 81C into Paseo Grande area of San Lorenzo and direct routing of Line 92-Southland/Calaroga upon completion of Calaroga Ave. overpass, on motion of Director Berk.

* * *

Transit-Times

Published monthly by the
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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
LOWELL D. WEIGHT ..... Treasurer-Controller

At a regular meeting Aug. 13, the Board of Directors:

- Referred bids for shop tools and equipment to management for evaluation and recommendations, on motion of Director McDonnell.
- Authorized the Treasurer-Controller to participate on APTA Financial Management Committee, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids on four AC/BART transfer machines, on motion of Director Nakadegawa.

District pensioner Joseph Montanez dies

Former District operator Joseph G. Montanez died suddenly Aug. 6, some four months after his retirement.

Montanez, 51, became a driver on Dec. 29, 1954 and worked to April 1.

He is survived by his widow, Angelina; and daughters, Robbin and Norma, all of the Oakland home.

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Vol. 18, No. 3 SEPTEMBER 1975

Transit-Times

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Concord welcomes AC Transit

Taxpayers to benefit

Tax cut by Board of Directors

Property taxes will be cut 6.3 cents in Special Service District 1 under action taken by the District Board of Directors Aug. 27.

The new consolidated rate for residents of Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Leandro, San Pablo and several unincorporated areas will be 47.3 cents per $100 of assessed valuation.

The actual rate in Alameda County is 47.7 cents and in Contra Costa County, 45.3 because of a difference in assessment ratio.

Down from last year

In setting the rate, directors pointed out property taxes were boosted to a consolidated rate of 53.6 for the 1974-75 fiscal year to help offset increased labor costs after a two-month strike.

A portion of the tax, however, could be charged under State law for only a one year period — and the new rate was cut accordingly.

Reserves cited

William J. Bettencourt, director from Ward IV, urged reduction of another two cents. However, Chester C. McGuire, Jr., director at large, was opposed to dipping into reserves and Kimi Fujii, director from Ward V and board president, was concerned at financially restricting service improvements.

The 47.3 tax rate was adopted with Bettencourt and Director William E. Berk of Ward II in opposition.

Lost revenue offset

Loss in tax revenue will be offset by new federal operating subsidies. Operating expenses for this fiscal year are estimated at $46.7 million.

The tax rate for Special Transit Service District 2, covering Fremont and Newark, was set at the maximum 33 cents per $100 assessed valuation to cover improved fixed route service in the commute hours and Dial-A-Ride in the off-peak period.

The Dial-A-Ride system will be implemented on a graduated basis starting next April.

Personnel Manager Chosen from ranks, Shamoon appointed

Robert J. Shamoon, assistant personnel manager for the past three years, has been elevated to the post of personnel manager.

Shamoon assumes the responsibilities of Harold M. Davis, veteran chief of personnel administration, who retired Aug. 25 after close to 40 years in public transit.

Robert Shamoon

Associated with East Bay public transportation since 1954, Shamoon has worked in the Personnel Department for six years and previously served as a bus driver, dispatcher, transportation supervisor and central dispatcher.

It was the first appointment utilizing the District's new affirmative action hiring and promotion process whereby vacancy posting encourages greater selectivity.

Shamoon was chosen above two other persons who sought and were evaluated for the executive position.

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DIGNITARIES rode ceremonial bus complete with bunting, flags in Concord's city colors and placards announcing the community's first local bus system.

Concord greets AC Transit

Local buses are rolling in Concord this month as the District continues its expansion into suburban areas.

As of Sept. 8, the Contra Costa County community of 94,000 is being served by its first local bus system, bringing public transit to within a quarter mile of 75 per cent of residents.

Six of Concord's seven lines converge on BART/Concord, offering residents economic and easy access to trains as well as business and recreation points. The seventh, operating from the Ygnacio Valley section of Concord, runs to BART/-Pleasant Hill during peak hours. Buses operate six days per week.

First day service met with an official embrace from Concord city fathers as Mayor Richard Holmes welcomed AC Transit before a gathering of dignitaries during 9 a.m. ceremonies on BART/Concord's west side.

COVER BOX—Civic leaders gather at BART/Concord for inaugural day festivities welcoming AC Transit to Concord.

The Metropolitan Transportation Commission was represented by Concord's vice major, Richard LaPointe, who pointed to first day patronage as an omen of success to come.

Echoing this sentiment was State Sen. John Nejedly, R.-Walnut Creek, who told of the need for suburban public transit growth.

AC Transit top management personnel shared in the day's enthusiasm as did BART representatives, including newly appointed General Manager Frank Herringer.

All in attendance were given the opportunity to view a mini-bus, some 22-feet long, as well as a "new look" coach; both representative of buses available for future Concord service.

Dignitaries also were given a free bus ride as an introduction to available service. The coach was decorated with bunting and yellow and blue flags, Concord's city colors.

STATE Sen. John Nejedly, left, listens intently as District Board President Kimi Fujii explains transit service while Concord Mayor Richard Holmes looks on.

REMEMBERED—Harold M. Davis, who retired as Assistant General Manager for Personnel Aug. 25, is greeted by close to 300 persons upon his arrival at the Oakland Hilton Inn last month for a farewell party. Presents, a multitude of speakers, an escorted limosine and best wishes marked Davis' departure.

Richmond Dial-A-Ride experiment Ends operation, prohibitive costs

Experimental door-to-door Dial-A-Ride service in Richmond ended Sept. 5.

The bus system concluded a year long study on the specialized transit operation at 8 p.m.

District Board of Directors called a halt to the experiment due to the high expense of operations. The loss per passenger was estimated at $3.64 per rider for the year in the five square mile area of central Richmond where Dial A Ride buses operated.

$1 million loss

The net operating loss was estimated at over one million dollars.

Initially, the specialized service was operated 20 hours a day, seven days a week. However, in July weekend and night service was cut back in an effort to cut expenses.

Patronage hit 1050

The twelve small buses used for Dial-A-Ride operations averaged between 950 and 1050 passengers per day. One additional coach was kept in reserve.

Coaches back in service

All thirteen will be put back into regular revenue operation on lines where they can fill specialized needs.

In order to obtain equipment suitable for the neighborhood door-step service, the District cut down thirteen 35-foot buses — resulting in the deluxe 29-foot coaches, seating 18 persons.

George Silva chosen Municipal band leader

Being on the road—both as a professional musician and as an AC Transit training instructor—is nothing new for George Silva.

What is different is keeping time as the conductor of the San Leandro Municipal Band, an appointment Silva recently received.

Silva and his wife, Mavis, live in San Leandro, where he has played with the Municipal Band for 20 years.

But Silva's musical bent has not been restricted to concerts in the local park. After graduating from McClymonds High School in Oakland in 1932, he hit the road with his drums, working in 35 states during more than a decade.

After a stint during World War II backing up USO performers like Edgar Bergen, Errol Flynn, Marjorie Reynolds and Joe E. Brown, he returned to the Bay Area in 1946 to ply his trade with his drums.

Silva joined AC Transit in 1953 and became a training instructor in 1958.

Riders report on Summer Tours

Even a flat tire on a bus to Carmel could not deflate the enthusiasm of passengers on the Sunshine Summer Fun Tours this year.

The tours proved to be another annual success as AC Transit carried nearly 6,000 passengers on the 25 different trips offered to wineries, historical sites, special events and scenic countryside.

Flat tire nets results

Curiously, the flat tire on the Carmel bus driven by Dave Armstrong netted some positive results. A raft of letters and telephone calls praising the operator and AC Transit followed the incident, adding to the already large number of communications which had been received.

Individual passenger responses reflected the general attitude about the trip. "I very much enjoyed all the fun tours. They are delightful mini-vacations," writes Mrs. Thelma McMenomy of Oakland. "Many of us would not be able to enjoy the summer if AC Transit did not provide this pleasure."

Senior citizens happy

Mrs. K. C. Lamson of El Cerrito says, "You are doing a splendid thing giving these tours and making it possible for many to get out of the city who couldn't otherwise."

G. V. Johnson of Oakland comments, "The AC Transit Sunshine Fun Tours are certainly making a lot of folks happy, especially the senior citizens. Good wishes to you as you carry on expediting happy days for others."

For Mrs. Beryl Quinn of Berkeley the trips were a pleasant surprise. "As a newcomer to the Bay Area, I have found your Summer Tours a delightful and great way to see many points of interest. As a senior citizen, I thought your rates extremely reasonable."

AC Transit sets fares for the tours to cover out of pocket expenses only. This year's trips ranged from $6 to $8.50 for adults and $3 to $6 for children.

A survey card passed out during the last two weeks of the tours brought some interesting responses.

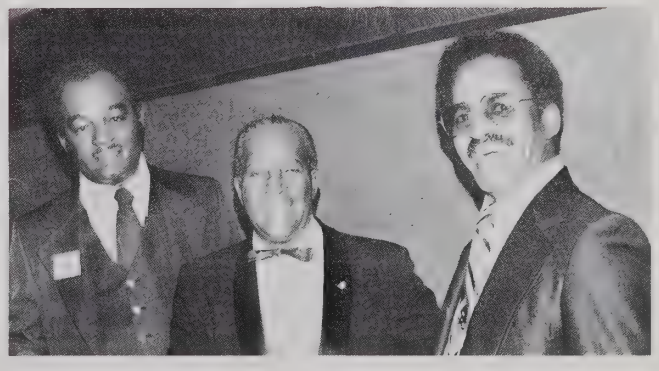
Mrs. R. D. Rifkin of Alameda praised the men and women behind the wheel. "All your drivers were courteous and helpful."

But for Mrs. Lillian Josephson of Oakland there was a note of sadness. "I just heard about the Sunshine Tours when they are about over."

The survey cards asked people what destination they would suggest for future tours. "I'll go any place you go!" wrote Effie H. Murray of San Francisco.

D. Stetson of Berkeley sent back a written plea, "Just keep me on your mailing list!"

A total of 5,946 riders were carried on the tours, which operated from June 14 through August 29.



SET. PRECEDENT — Ausbon McCullough, center, is congratulated by District Affirmative Action Supervisor John Rose, right, upon McCullough's retirement. He was the first black driver hired by the District's predecessor company. At left, is emcee Dave Bell, an AC Transit driver.

HELPING HAND—Staff member of the Salvation Army's Booth Memorial Hospital fondles baby son of Joclyn Renee Lyles who, as a single mother, availed herself of the hospital's services for prenatal care and vocational training. After the baby was born Miss Lyles was able to continue her studies in photography at Laney College due to infant care provided by the hospital. Booth Memorial, and the contributions it receives from United Way, pointed Miss Lyles towards self sufficiency.

District begins United Way drive

The campaign for AC Transit's contributions to United Way begins in earnest this month, with a goal of increasing last year's receipts by 20 per cent.

Every employee of the District will be contacted personally by "donor reps", according to District United Way Chairman Lowell Weight.

Weight added that members of both labor and management will be represented on the steering committee overseeing the eight week campaign.

With last year's District donations coming to $17,078, Weight believes a 20 per cent increase is possible if every employee donates one dollar monthly.

The largest single contributor in 1974 pledged $20 weekly "and, of course, we hope to see plenty more like that this year," Weight said.

Gold Card program Begins second year

San Leandro senior citizens will continue to be eligible for "free rides" on buses as a result of action taken by the Board of Directors.

Residents over 60 in San Leandro have been riding AC Transit for free during off-peak hours since a "Gold Card" program was instituted last summer.

San Leandro picks up the tab for annual costs of $52,000. The District has agreed to continue the program through July 1, 1976 on an experimental basis.

1971 record broken By Seminary drivers

Seminary Division has set a new record in safe driving — a record which hadn't been broken since 1971.

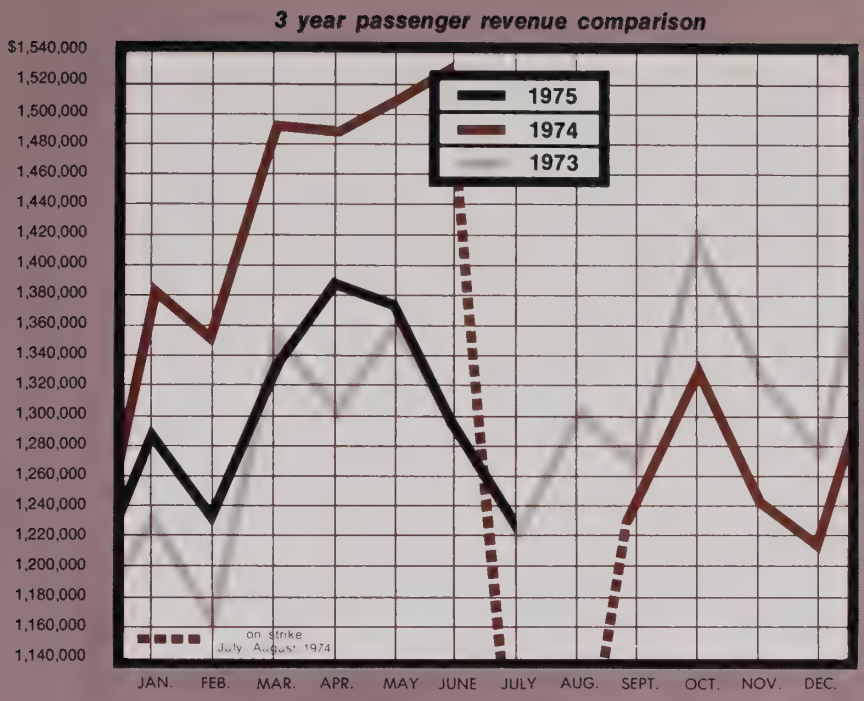
In August, Seminary reached the 16th consecutive month it has broken the District-wide safety goal.

The old record of 15 months, scored by Richmond Division, had stood since 1971. Emeryville Division has reached that level, tying the old record.

The safety goal for August was 13,250 miles driven per accident.

The District-wide average of all Divisions was 15,702, with Seminary's winning mileage at 18,332 miles per accident.

Richmond attained 14,923 and Emeryville scored 14,809.



July ridership report

During July, 4,337,113 passengers trips were made on AC Transit.

Ridership recorded on East Bay local lines amounted to 3,272,243; transbaby lines, 934,062, Newark and Fremont, 65,489, and special suburban service to BART stations, 65,319.

There are no comparable figures for July of last year due to a work stoppage that lasted all month.

Nationally, the transit industry showed an increase of 0.54 percent in total passengers carried.

Passenger revenue for the month of July was $1,220,582.

The system operated 2,437,787 miles of service during the month, distributed as follows: East Bay local lines, 1,444,388; transbay, 748,382; Newark and Fremont, 79,283, and suburban service to BART stations, 165,734.

Pleasant Hill bus system proposed

Pleasant Hill is moving ahead to set up a bus system much like Concord's, with AC Transit providing the service on a contract basis.

The service would consist of two routes oriented to BART/Pleasant Hill during the week-day commute period. Two different lines would serve the same general area during midday, with extensions to Sun Valley and Diablo Valley College areas.

Arrangements approved by Pleasant Hill City Council calls for service to start December 8.

Buses would operate on week-days only.

Actions of the Board

At an adjourned regular meeting August 27, the Board of Directors:

- Referred extension of Line 78 in Parchester Village in Richmond to Project Development Committee for evaluation and recommendation, on motion of Director Nakadegawa.
- Authorized participation in National Safety Council annual meeting, on motion of Director Rinehart.
- Authorized travel authority for three District personnel to inspect Ann Arbor, Michigan, Dial-A-Ride system, on motion of Director McDonnell.
- Adopted system design for Special Transit Service District No. 2 which assumes fixed route commute service and 30-minute Dial-A-Ride in off-peak in limited number of zones, on motion of Director Rinehart.
- Agreed to expand District No. 2 Dial-A-Ride into additional zones, when feasible, and to consider suggestions of Transit Advisory Committee toward inauguration of Dial-A-Ride in all zones, on motion of Director Nakadegawa.
- Adopted resolution fixing property taxes in District No. 1 and District No. 2 for fiscal year 1975-76, on motion of Director Rinehart. (See story, Pg. 2)
- Authorized General Manager to retain services of Arthur Young & Co. to conduct an operations review of the Finance Department, on motion of Director Nakadegawa.
- Directed an appropriate resolution be prepared expressing deep appreciation and sincere wishes to Harold M. Davis on his retirement as Assistant General Manager for Personnel of AC Transit, on motion of Director Rinehart. (See picture, Pg. 4)

* * *

At a regular meeting Sept. 10, the Board of Directors:

- Adopted Affirmative Action Plan as approved by the Equal Employment Opportunities Commission, on motion of Director Nakadegawa.
- Adopted resolution expressing gratitude to Harold M. Davis on the occasion of his retirement, on motion of Director Rinehart.

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Vol. 15, No. 4 OCTOBER 1975

Transit-Times

AC637
v.[15], no.4
Oct. 1975

Bus of tomorrow unveiled

Our 'Stockholders' Write

I would like to call your attention to a particularly courteous operator that you have in your employ *Bardi Darcey*. I refer to your Transit Information desk. Most of your personnel are helpful and courteous at all times but I feel Bardi stands out as an exemplary example.

Recently I was trying to determine how to get to a destination which involved several complex transfer changes and different buses. Bardi never lost her aplomb in determining times and bus numbers for me, and I probably never would have gotten there on time had it not been for this young lady's assistance.

I would like to encourage you to continue hiring people who are able to serve the public (a thankless job, most of the time) in such a cheerful manner.

I only wish all public servants were as willing to assist people with questions.

Brandy Prince
Lafayette

* * *

I would like to commend *M. H. Zipper* for his good driving.

I was very impressed by the way he made sure people got off the bus safely and how he used his signal lights when he turned.

I also want to say how your other drivers are very careful drivers. I appreciate their patience with your patrons.

Linda S. Keating
Hayward

It is with great pleasure that we learn that the bus drive to San Francisco is now considerably reduced for senior citizens.

I wish to express our appreciation and thanks for this action.

My wife and I — both over 79 years old — like very much to go to San Francisco with the excellent F bus and will use these opportunities still more.

Hartwig Haymann
Berkeley

* * *

I write to register a complaint about one of your drivers.

Although he waited for me to board the bus at the East Bay Terminal, after I thanked him warmly for waiting, he launched into an exposition on women's liberation, how women were taking away jobs, how he wouldn't stand for it — all in a very nasty tone of voice.

A few minutes later, he launched into a tale about how two girls picked his pockets, a story directed at no one person in the bus but again told in a very unpleasant tone of voice.

This may seem like a minor complaint, but AC Transit drivers are usually noted for their courtesy and politeness, and such rudeness at an early hour in the morning, left me with an unpleasant taste in my mouth.

Ann F. Hasse
Berkeley

(Ed. Note: The operator has been identified, reinstructed and has apologized.)

District eyes 'Space Age' bus

Newly designed buses, with more window space and interior temperature control, may be operating on AC Transit lines before the end of next year.

The coaches will be the first change in design since 1959.

The prototype, produced by General Motors Truck and Coach Division at Pontiac, Mich., was introduced to the transit industry at a national convention in New Orleans this month. District Directors and executives who inspected the prototype found it had high potential in improved passenger comfort and reduced maintenance costs.

At a meeting Oct. 8, Board members authorized General Manager Alan L. Bingham to proceed with steps involved in acquiring 41 of the new model coaches.

Federal funding for new buses already has been granted, but approval will need to be obtained from the Urban Mass Transportation Administration to buy the 40-foot buses under the new specifications.

The newly designed bus has been designated RTS-2 for Rapid Transit Services. General Motors indicated the bus would cost a minimum of $73,000.

The first new buses are expected to roll off the assembly line late next summer and the District could be among the first properties to take delivery.

The new design features expanded viewing, with large tinted windows made of acrylic. The bus would have automatically controlled air conditioning and heating, to keep the interior at a desired temperature and a soft fluorescent interior lighting system.

The capacity model is 40-feet long and seats 47 passengers. In the future it will be available in 35 and 30-foot lengths.

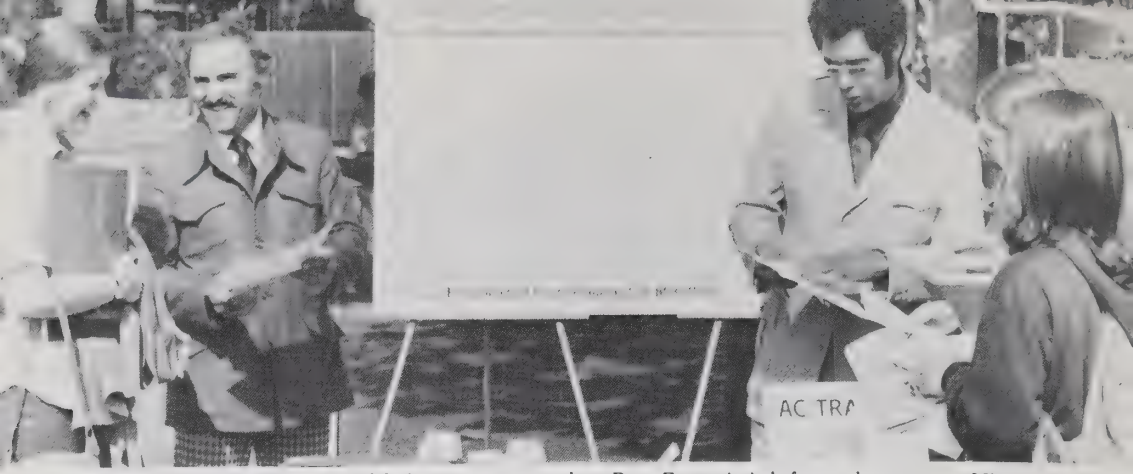
Seats are wall-mounted and cantilevered, allowing for unobstructed floor space. The exterior is made of fiberglass panels, which can be removed in sections if necessary for repairs. The body structure is of stainless steel.

COVER BOX—The "new look" AC Transit coach, below, a familiar sight on local streets since 1961, may be replaced next year by the bus above, the nation's first completely new production transit bus design since 1959.

Exterior noise levels have been substantially reduced over current buses. A new suspension system and automatic transmission make for smoother riding and handling, plus improved performance, according to the manufacturer.

A number of features simplify maintenance and repair, at significant cost savings.

UNION and Management members serving as "Donor Reps" in this year's United Way drive assemble outside Oakland Boys' Club after tour. Employee donations soon will be solicited.



CAMPUS CAMPAIGN—Maintenance worker Ben Franzini, left, and operator Vincent Groves explain campus area transit to students.

Students applaud aggressive campaign To win greater campus ridership

According to both students and administration personnel, AC Transit out did itself this year in promoting public transit on the University of California-Berkeley campus during registration week.

"It was just marvelous and we couldn't be happier," Dorothy Walker, senior administrative analyst, said of the saturation campaign.

And her remarks were echoed by an unusual number of students who took the time to contact District headquarters complimenting "the aggressive attempt to get students to use the bus."

The campaign was marked by coordinated efforts between Cal and the District in posting 150 maps of Berkeley area service throughout the campus area.

Three large plexiglass maps, standing five-feet by three-feet, also were strategically located.

'Use the bus instead'

One was placed in the Parking Permits office along with plastic holders containing bus timetables and a brochure detailing routes. Office workers encouraged those seeking parking permits "to take the bus instead."

Another rack of timetables and brochures also was placed in the Student Union.

And to the gratitude of many disoriented freshmen, maintenance worker Ben Franzini and bus driver Vincent Groves, who have received "Communication" training, spent six days explaining service from a table located in the campus crossroads — Sproul Plaza.

Armed with crate loads of schedules, brochures, pamphlets and backed by one of the larger plexiglass maps, Groves and Franzini were deluged with interested inquiries.

Seminary still leads in safety

Seminary Division continues to lead the way in number of consecutive months the safety goal has been reached as it attained the level of 17 straight months in September.

Richmond and Emeryville both "beat the bogey" also with Emeryville only one month behind Seminary at 16 months.

The safety goal is 13,250 miles driven per accident.

Seminary's mileage was 15,717 miles per accident. Richmond attained 18,365 and Emeryville scored 15,071.

Small buses for Fremont/Newark, 120 additional shelters approved

Bus passengers in Fremont and Newark can expect to be riding in new small buses next Spring.

And transit riders throughout Alameda and Contra Costa counties will have weather protection and benches for seating under expansion of a shelter program.

Approval to seek bids for small buses and another 120 passenger shelters was given by the Board of Directors Sept. 24.

Specifications call for the purchase of 23 small buses, 25 feet long, for use in mini-fixed route service during commute hours and Dial-A-Ride service during off peak periods in the Fremont-Newark area. Service will start after equipment is delivered.

The contract will include an option for the purchase of 34 additional small buses for future service expansion into other areas of Alameda and Contra Costa counties.

The price of the small bus was estimated at $45,000, including air conditioning, automatic transmission and special covering for walls and ceiling to help lower noise levels.

Solicitation of bids for the 120 bus shelters will permit further implementation of the program to provide weather protection at key bus boarding and transferring locations throuhoug the East Bay.

Seventy-five shelters will be allocated to Fremont-Newark; 30 shelters are for suburban service to BART stations and 15 shelters for Concord, where contract bus service began Sept. 8.

The shelters will be the same design as the 60 shelters purchased for the East Bay cities and currently being installed in locations from Richmond to Hayward.

Federal grants already have been approved to fund 80 percent of purchase price of equipment, shelters and related items.

Remainder of costs will be covered by sales tax funds allocated to the District by the Metropolitan Transportation Commission.

Driver reaches quarter century safe-driving

Operator Warner Salberg joined an elite cadre of professionals this month when he reached his 25th year of safe driving.

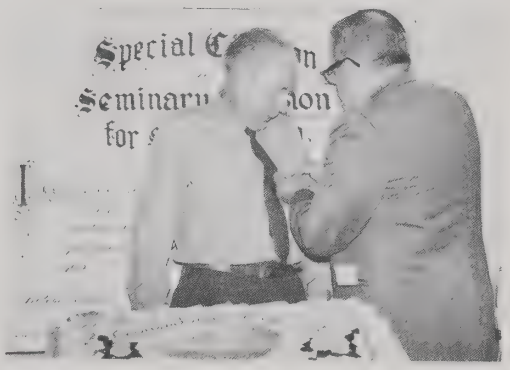
Some 70 co-workers, as well as his wife, Marjorie, were present Oct. 2 when Transportation Manager Dale Goodman presented Salberg with a pin signifying 25 long years of driving without a chargeable accident.

A large cake was divided in the gilly room after speeches of congratulation were made.

Salberg was born in Turlock Jan. 27, 1913 and joined the District's predecessor company on March 17, 1941, working on street cars.

He transfered to Seminary Division in 1948 and has worked Line 34 Express since the line was inaugurated.

The Safety Award Program was initiated in 1947 and one year later Salberg got his first award.



WARNER SALBERG receives his 25-Year Safe Driving pin from Transportation Manager Dale Goodman during ceremonies attended by 70 friends and workers.

Happy Birthday! AC Transit

AC Transit had its 15th birthday this month and as a present to its original 11 city service area riders, the fleet now serving them is comprised totally of new-look coaches.

Only the newer style buses, with big windows and silver fluted sides and built from 1960-1974, are being used in Special Transit Service District No. 1.

This is from Richmond through Berkeley, Alameda and Oakland, south to Hayward.

Just 15 years ago, on Oct. 1, 1960, the name Key System disappeared from an East Bay scene that had known transit by that name since 1903. *Harre Demoro,* Oakland Tribune writer and historian took notice of the event in the following article.

By presenting a $7.5 million check to the company the taxpayers in the form of AC Transit became the owners and operators of the system.

"I think it probably was a fair value," recalled Alan L. Bingham, 50, since 1967 General Manager of AC Transit.

The operation then was worth just what the taxpayers paid for it: $7.5 million, he said. Today, Bingham estimated, the District's investment totals $17.2 million. But that figure doesn't represent what it would cost to build a new bus system from scratch, he said.

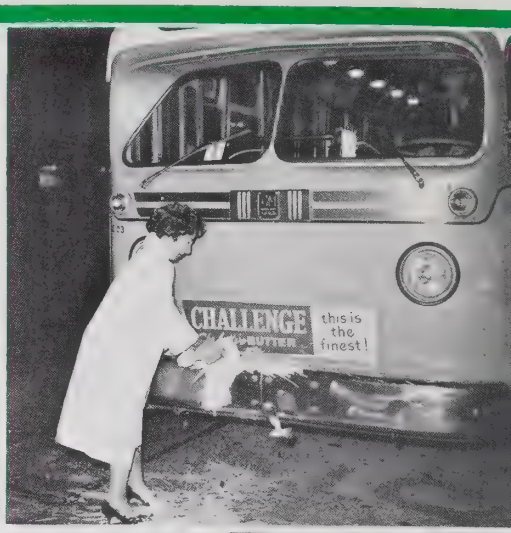
The District has purchased 727 new buses since 1960 for a total cost of $24.8 million. A new bus in 1960 cost $35,000; today that same bus costs $75,000.

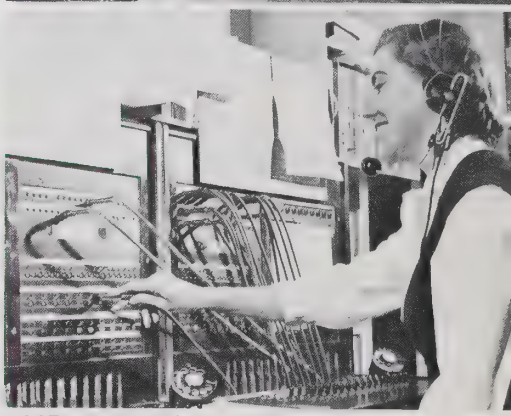
To duplicate the modern fleet in 1975 would cost $50 million, Bingham said.

In 1960, the District assigned 482 buses plus spares held for maintenance to the area formerly served by Key System and in its first year of operation transported 45.1 million riders. The same service area today requires 646 buses plus spares and in 1973-74, 55.2 million riders were transported.

This is a 22.4 percent increase as compared to a 25 percent decrease for the transit industry, nationally, Bingham said. (Figures for 1974-75 were affected by a two-month strike and are not considered comparable.)

In 1960, bus drivers made $2.40 an hour; today the hourly pay is $7.29.



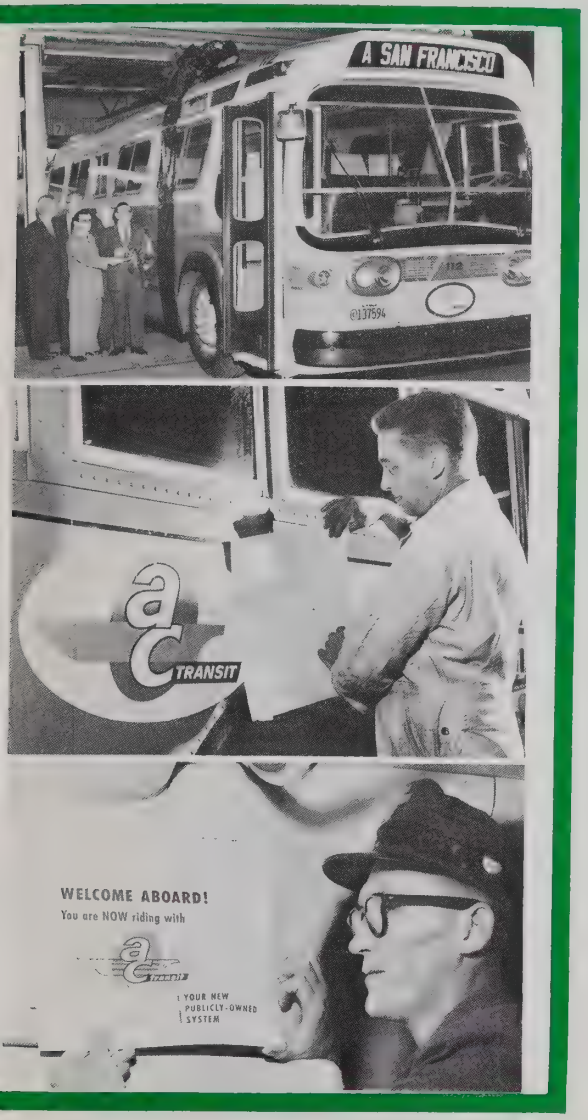


MEMORIES from 15 short years ago recall christening of system, the first coach card, insignia change over to AC Transit from the old Key System logo, the first telephone call received and first bus to San Francisco.

celebrates 15 years of growth

And in 1960, the property tax to support the District was a mere 2.9 cents per $100 assessed property valuation as compared to a rate today of 47.3 cents.

In 1960, there were only fare box and property taxes to subsidize operating costs. Today a gasoline sales tax and federal funds are also available. While inflation has been a factor, there are other reasons it costs more today to run the bus system, Bingham said.



AC Transit established intercity express routes linking East Bay cities and greatly expanded the Bay Bridge operation.

Under private ownership, the 25-cent East Bay fare probably would be 50 or 75 cents, Bingham said. Buses would be more crowded during commuter periods. Much of the evening and weekend service would have been abandoned, he said.

Bus fares have increased only moderately since 1960. The rate of 25-cents for a local East Bay ride remains the same, though a five rides for $1 token rate long ago disappeared.

Transbay rates were 50-cents in 1960 for a one-zone ride; today the fare is 60-cents.

Local buses no longer have zone fare rates, just the flat 25-cent fare.

And senior citizens and the handicapped have a discount 10-cent fare in the East Bay.

"I think that what is significant is that the quality of the service has improved and the public has responded," Bingham said. "A greater number of persons are using transit."

There were prophets who predicted doom when BART started, saying the trains would bankrupt AC Transit. But it didn't happen.

The District will continue to expand, he predicted.

"And once BART settles down and travel habits become fairly static, it will be time to explore the MacArthur Corridor as a light rail corridor," he said. The term "light rail" is a modern definition of streetcar, or trolley car.

If buses with orange fronts are a modern sign of AC Transit after 15 years of service, maybe when the system reaches 30, the clang of the trolley bell will be its symbol in 1990.

NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

Colleen P. Bagley
Transportation
Seminary

Durelle E. Barksdale
Transportation
Seminary

Jeff D. Bragg
Transportation
Emeryville

Bonnie J. Brewer
Transportation
Richmond

Bernadette Brown
Transportation
Seminary

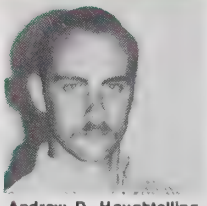
Cecile L. Chiles
Transportation
Seminary

James C. Garrett
Transportation
Seminary

Margaret R. Green
Transportation
Seminary

Emelda Haltom
Transportation
Seminary

Linda V. Holloway
Transportation
Emeryville



Andrew D. Houghtelling
Maintenance
Emeryville

Bernice E. Johnson
Transportation
Richmond

Jean Johnson
Transportation
Seminary

Betty J. Jones
Transportation
Emeryville

Saundra L. Letchworth
Transportation
Seminary

Gary D. Lucas
Transportation
Seminary

Myrtle B. Marlow
Transportation
Richmond

Chars Etta McCrory
Transportation
Richmond

Laura Mingst
Transportation
Richmond

Orma J. Shackleford
Transportation
Richmond

Nelwyne E. Staples
Transportation
Richmond

Barbara J. Strong
Transportation
Emeryville

Barbara Traylor
Transportation
Richmond

Betty J. Williams
Transportation
Emeryville

Mary A. Williams
Transportation
Emeryville

Velores S. Williams
Transportation
Seminary

Paul J. Wilson
Transportation
Emeryville

Kids just love That man Bill

The appreciation a passenger offers is highly valued by all drivers, but not everyone has a daily reminder like Bill McGuinness.

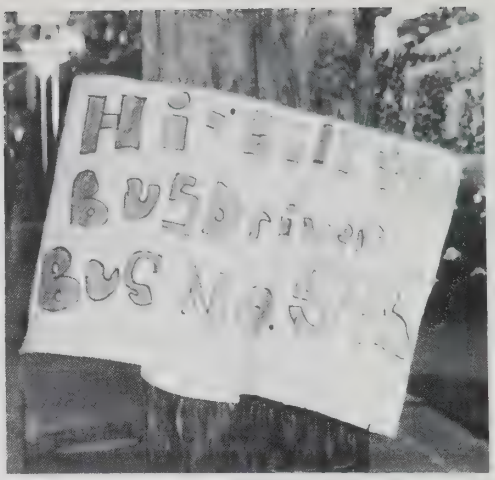
McGuinness is developing a cult of young admirers.

In fact, they like him so much they've plastered telephone poles along his route with friendly salutations.

Teenagers along McGuinness' 15A-Coolidge Ave. route find him particularly agreeable because of his youth and friendly nature, they said.

One sign greets him with: "Hi Bill the Bus Driver. Bus No. 545."

And another proclaims: "Yes Bus Drivers! Bill does have a fan club!"



McGuinness, 28, has worked for the District slightly more than two years and owns his home in Livermore.

He has driven Line 15A-Coolidge Ave. for three months.

Death takes two pensioners, employees

Two District employees and two pensioners died in recent weeks.

Richard N. Reinberger, 46, died suddenly at home Sept. 28.

He joined AC Transit Jan. 1, 1962 serving as a claims adjuster and resided in Concord.

Reinberger is survived by his widow, Reba; two sons, Richard and Thomas and three daughters, Karen, Debra and Christina.

Driver *John L. Finch*, 57, died Aug. 16 after having worked for the District 23 years.

Finch, of Berkeley, is survived by his widow, Grace and three sons, John Jr., Terry and Robert.

Retired driver *Marvin E. Nichols*, 64, died Aug. 18. He had 29 years experience as a bus operator and was pensioned June 1, 1975.

He is survived by his widow, Dorothy, of Oakland and a daughter, Patricia Newstrom.

Former Driver *Allie W. Barker*, 73, died quietly in his sleep Sept. 30.

Barker, of Portsmouth, Ohio, retired on Oct. 1, 1973 after 43 years service as an operator.

He is survived by his widow, Ethel and a daughter, Mrs. Virginia LeVan.

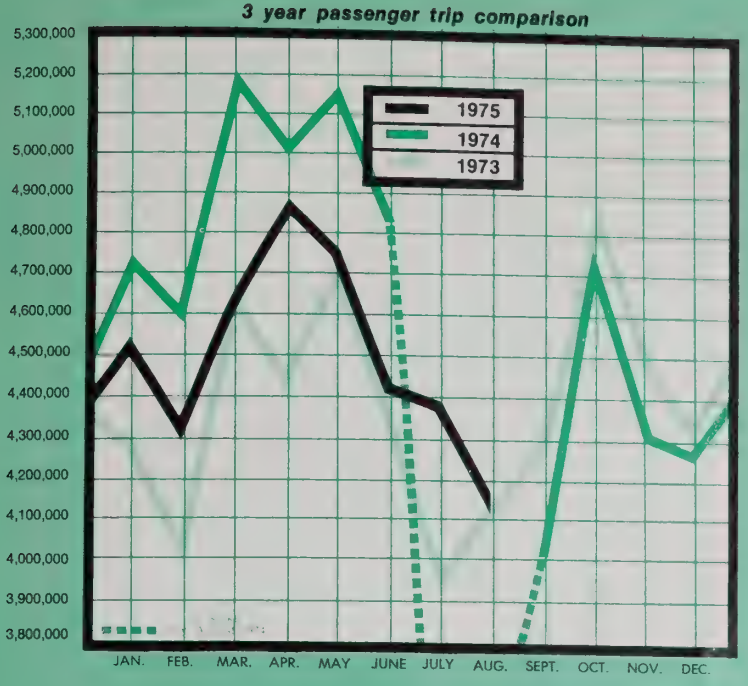
Concord ridership Surpasses estimates In early figures

Ridership figures for the first weeks of District operation in Concord indicate passengers are using public transportation in greater numbers than had been anticipated.

Patronage levels have averaged more than 1,000 riders per day.

Early estimates predicted the 1,000 mark would be reached only occasionally during the inaugural service period.

Heaviest ridership is seen during midday, often with standing loads, while commute hour patronage grows steadily.



August ridership report

During August, 4,158,149 passenger trips were made on AC Transit.

Ridership on East Bay lines amounted to 3,116,402. On transbay lines, 902, 144; Fremont and Newark, 60,341 and suburban service to BART stations, 65,399.

There are no comparable figures for August of last year due to a work stoppage.

Farebox revenue for the month was $1,204,774.

The system operated 2,386,243 miles of service during the month, distributed as follows: East Bay lines, 1.397,333; transbay, 732,287; Newark and Fremont, 77,606; suburban service to BART stations, 155,397.

Nationally, the transit industry showed an increase of .40 percent in total passengers carried.

Finance Department boosts the A's

If anyone thinks people who work together don't care to socialize together, he or she dare not say it to the Finance Department.

A spontaneous desire to "get together" and support the Oakland Athletics led to formation of Family Night last summer — a night when Finance Department families enjoyed sáck lunches prior to attending the games as a group.

The June 23 game saw 46 workers and their families attend and the number jumped to 74 on July 28.

The group ate in the parking lot before games and "some even brought their barbecues right to the lot," reported Elta Ball.

Actions of the Board

At an adjourned regular meeting September 24, the Board of Directors:

- Approved new trip from Line 95-Kelly St. terminal to Strobridge School in Hayward, dependent upon adjustment of school hours, on motion of Director Rinehart.
- Awarded contracts for some shop tools and equipment to lowest responsive bidders, on motion of Director McDonnell.
- Rejected bids on 13 shop tool and equipment items and authorized General Manager to negotiate on open market for those items, on motion of Director McDonnell.
- Authorized General Manager to exercise option to purchase additional 20 fire extinguishers, on motion of Director McDonnell.
- Designated Robert E. Nisbet as Acting Secretary for the period September 29 through October 2, 1975, and authorized Robert E. Nisbet and John L. McDonnell, Vice President, Board of Directors, to sign District warrants during that period, on motion of Director Nakadegawa.
- Approved routing of Line 22-Warm Springs direct on Grimmer Blvd. in lieu of the Park Meadow/Winding Ln. loop, on motion of Director Rinehart.
- Authorized executing agreement between the District and City of Pleasant Hill for local bus service, on motion of Director Rinehart.
- Authorized General Manager to seek bids for purchase of twenty-three 25-passenger buses, and 120 shelters with option for 34 additional buses, on motion of Director Rinehart. (See story, Pg. 5)

* * *

At a regular meeting October 8, the Board of Directors:

- Referred bids for office machines and equipment to management for evaluation and recommendations, on motion of Director Nakadegawa.
- Authorized General Manager to develop specifications on GMC RTS-2 bus in accordance with state law and federal guidelines, on motion of Director Berk. (See story, Pg. 3)
- Established boundaries for charter service at Alameda and Contra Costa County borders and lifted restriction on duration of overnight charter trips, on motion of Director Berk.
- Authorized General Manager to contract with Caltrans on behalf of Articulated Bus Consortium to provide services not to exceed $10,000 with each participating property contributing on a pro-rata share basis, on motion of Director Berk.
- Authorized General Manager to purchase one shelter to be located at 14th and Adeline Sts., dependent upon 100 percent funding by Oakland Redevelopment Agency, on motion of Director Berk.

Transit-Times

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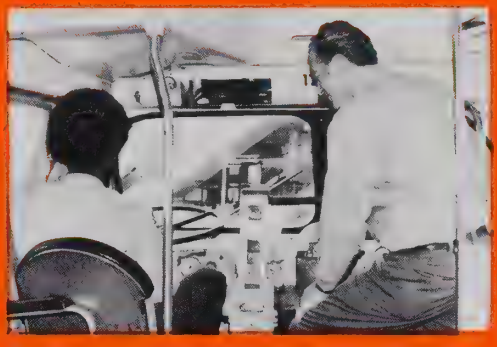

Unique Pleasant Hill service to roll

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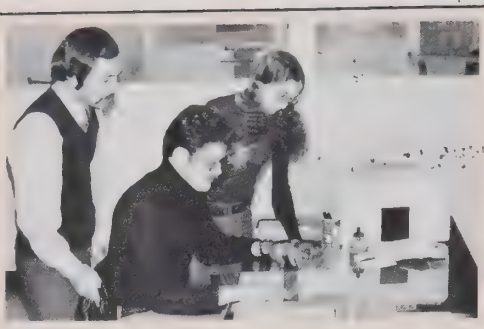

NORM Williams, left, watches as Randal W. West and Karen Montoya conceive new timetable face. Below, Public Information Department's Sharon Rodriguez compares the difference.

Timetables assume Timely appearance

AC Transit's "best seller" is coming out with a new look.

Public timetables for patrons have been redesigned for easier reading and understanding.

The new pocket schedules are the first timetable design change since AC Transit went into operation in 1960.

Credit for most of the uplift goes to scheduling department personnel, including Randal W. West, *who worked on graphics under the direction of* Norman Williams, *and* Karen Montoya, *who handled technical composition.*

Changes include a new cover with line numbers at the top where they are easily spotted. Inked line rules, both vertical and horizontal, have been dropped to create more white space and a less cluttered look.

Maps will appear on all pocket schedules enabling riders to visually grasp routing more easily, rather than having written street-by-street explanations.

Some 112 different new pocket schedules describing AC Transit's service will be produced and distributed during the next twelve months.

The District spends approximately $50,000 annually for pocket schedules.

Oakland Police praise Drivers' assistance, Criminals thwarted

Two examples of District contributions to crime prevention were noted recently in "Radio Alert Bulletin," a publication of the Oakland Police Department.

Radio Alert is a program whereby suspicious circumstances are reported to police agencies after drivers radio a warning.

Operator Martin McCauley is credited with providing sufficient information to identify and arrest two armed robbery suspects.

During the early morning hours of McCauley's shift, he witnessed a man being held up at a bus stop by two men with guns.

McCauley's quick action in radioing Central Dispatch led to their arrest within moments at a location only a few blocks away, according to police.

Later, Operator C. C. Adams' observation that a police officer needed help in arresting two men for alleged drunk driving brought sufficient assistance to the policeman.

The two incidents were among many contributing to citizen protection.

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Pleasant Hill innovation

JAN 13 1976

Dual system pattern begins Dec. 8

UNIVERSITY OF CALIFORNIA

Pleasant Hill residents will have a dual bus system planned specifically for individual needs when AC Transit goes into operation there Dec. 8.

Rather than the traditional pattern of fixed route service, riders will have two different systems, changing according to time and destinations.

One system has been planned for commuters using BART and will consist of two one-way loops, one traveling through central Pleasant Hill and the other traveling around the perimeter of the suburban community.

After the morning commute, buses will switch to routes meeting service requirements to shopping, schools, office buildings, recreation sites and BART.

One line will operate from BART, along Contra Costa Blvd. to Sun Valley Shopping Center, a corner of Diablo Valley College and the condominium area off Golf Club Rd. Service on this line will be in two directions on Contra Costa Blvd.

The other line will follow one-way expanded perimeter routing, looping around Diablo Valley College and to the Community Recreation Center, traveling via Taylor, Pleasant Hill Rd. and a short distance on Oak Park Blvd. before circulating in a different pattern through central Pleasant Hill.

The design, worked out by planners and consultants from Pleasant Hill, with counsel from AC Transit, has the practical purpose of serving a maximum number of people with two buses — all that was felt could be financed at the present time. Pleasant Hill is responsible for routes, levels of service and fares.

"I'm very excited about this concept," Alan L. Bingham, General Manager of AC Transit, said.

"What we do in Pleasant Hill is pointing the way to a whole new thought in route planning, a concept which may have great value in future suburban transit operations.

"Instead of one uniform line, which runs over the same streets during all operating hours, we will be operating with service planned especially — and right down to the minute — for the specific needs of the people. Then we're going to use those same buses during midday to take people to other places.

"It's an innovative approach to public transportation and what we do in Pleasant Hill is going to be of interest to the entire transit industry," Bingham predicted.

THE COVER—AC Transit local bus service for Pleasant Hill rolls into BART/Pleasant Hill station in a test run of individual routes. The service, which follows four months planning, involved production of head signs for buses by Larry Smith and Terry French. Don Morgan, Instructor, trains Driver James C. Presley, on the innovative dual bus system.

FIRST Pleasant Hill bus pole goes up as City Planner Andy Mack, left, assists District personnel Rich Snyder, Walter Howe and Bill O'Sullivan.

DRIVER Guy Foster, above, greets Martin Huff after 15 years passage. At right, their first meeting is recalled — from 15 years ago when Foster was the first AC Transit driver to carry a passenger, and the passenger was Martin Huff.

First driver, First passenger Meet once again

The last time they saw each other was when they first met 15 years ago.

Martin Huff, a self-acknowledged transportation fan, was auditor-controller for the City of Oakland.

Guy R. Foster was working as a bus driver, a job he had held for less than a year.

It was October 1, 1960.

Huff boarded Foster's bus and became the first passenger to pay a fare on AC Transit, which had just taken over operations as a public transit system from the privately owned Key System Transit Lines.

In October 15 years later, the two men met again.

After a few formal pleasantries, they talked about what had changed in public transit since they had last seen each other.

Huff, who is currently the executive officer for the California State Franchise Tax Board, noted an increased awareness on the part of people for the need for public transit and the benefits which can be derived from it.

"I think the energy crisis brought this into focus," he said.

Foster, who is currently working as a driver on Line 42-Piedmont-Oakland-Alameda Naval Air Station, agreed, adding with a chuckle, "Of course, one major change is the drivers are now 15 years older."

"I rode the last street car to run in Oakland," Huff broke in. "And I was on the last ferry boat to San Francisco and took the last electric train to cross the Oakland-San Francisco Bay Bridge."

After that, it only seemed fitting to be on board as the first passenger carried by AC Transit, Huff added.

Fremont/Newark design approved

The final system design for Special Transit District 2 — Fremont and Newark — has received AC Transit Board of Directors' approval and is scheduled now for the first phase of operation next year.

Implementation will depend upon delivery of new small buses, needed for the neighborhood portion of bus service. Delivery currently is estimated as June or July, 1976.

The "backbone" of the service will be the present seven fixed routes, with some changes in routing. This service will operate seven days a week.

During the commute, the seven fixed lines, plus 12 mini-fixed routes, generally will operate on a 30-minute frequency serving most of the Fremont-Newark area.

The weekday commute service will operate from 6 a.m. to 9 a.m. and from 4 p.m. to 7 p.m. with BART/Fremont and BART/Union City as focal points.

Most mini-fixed routes will travel directly to the BART stations, but in certain instances where distances are too great, timed transfers in the primary direction of travel will be scheduled between the mini routes and the fixed routes.

Dial-A-Ride service is planned during off-peak hours on week-days and from 8 a.m. to 6 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays. Dial-A-Ride, to be inaugurated on the same date as the expanded commute service, will be focused initially in two zones — the Centerville section of Fremont and the northwest tip of Newark.

Depending on ridership and availability of equipment, other Dial-A-Ride zones will be implemented on a six to eight weeks schedule.

A total of 21 zones was developed for the two cities of the basis of experience gained nationally from other demand-responsive systems. Determination of zones was based on criteria relating to size — one to two square miles in area — and physical layout.

Implementation was based on whether or not the zone has present service; the population density, number of senior citizens; number of youth and number of low income households.

Continued implementation will be based on the same priorities.

Because of the limited financial resources of Service District 2, the number of Dial-A-Ride zones that can be put into operation during the off-peak will depend on level of ridership demand and the number of buses needed in each zone.

A fare structure of 25 cents has been approved, with senior citizens and handicapped persons riding for 10 cents, with identification.

Off-peak riders not served by Dial-A-Ride still will have the current seven-line fixed route system for their travels.

Nighttime bus service for students Attending East Bay campuses grows

The number of East Bay campuses receiving nighttime bus service continues to grow with the addition this month of more trips to the University of California-Hayward.

Effective Dec. 8, Line 91A will operate half-hourly to the university from 7 p.m. to 11 p.m., weekdays.

Previously, two evening trips served the campus; one at 8:40 p.m. and another at 10:20 p.m. Ridership is growing on the line both for day classes and at night.

Other institutions of higher learning now receiving District bus service at night include Merritt College, Chabot College, the College of Alameda and the University of California-Berkeley.

Bilingual clerk assures medical care

A Spanish speaking information clerk came to the aid of three women who couldn't speak English last month and as a result, aided them in recovering nearly $1,000 left on a bus.

The incident, punctuated with tears, hysteria and several hours of confusion, occured Oct. 3 after a Mexican woman, her two daughters and three youngsters boarded a bus in downtown Oakland for East Oakland. None could speak English.

When they left the bus at 98th and East 14th St., they left behind a pink diaper bag. And in the bag were two wallets, containing a total of $933, most of it saved over a two year period by Senora Maria Louisa Moreno of Madera for a throat operation, to be performed soon in Michocan, Mexico.

The women, realizing their loss, tried futilely to follow the Line 83 coach on another bus. Finally they found a San Leandro policeman who understood their plight and directed them to the District's Lost and Found office in downtown Oakland.

Lori Trevino, who was on duty, is fluent in Spanish and was able to sort out their situation and start transit wheels rolling, with little more information than a vague description of the driver.

TRAINEE drivers are now being issued a newly designed badge which sports the number conferred on them when hired and which will remain with them throughout their tenure as AC Transit drivers. The plastic, trainee badge will be replaced by a permanent, metal one upon qualification.

The operator, David Sanders of East Oakland, finally was identified; looked for the bag and found it, money intact. Supervisor C. E. Grimes picked it up and returned it to L. F. Maddox, claims adjuster, who was able to interview the women and document the incident with the aid of Mrs. Trevino.

Senora Moreno and her daughters, Esperanza Moreno, of Oakland, and Avora Moreno, of Madera, received their savings back at 6:30 p.m., six hours after they boarded Line 83.

In Spanish, Senora Moreno had this message:

"I've been around a long time and nobody has gone to this much trouble for me before. It must be a wonderful bus company."

Golden treasure Rides bus unmolested

A Piedmont numismatist is a happier man this month as the result of Operator A. C. Wisniewski's honesty.

John Tiedeman, a veteran rider of Line C, was traveling aboard a coach driven by Wisniewski early in September.

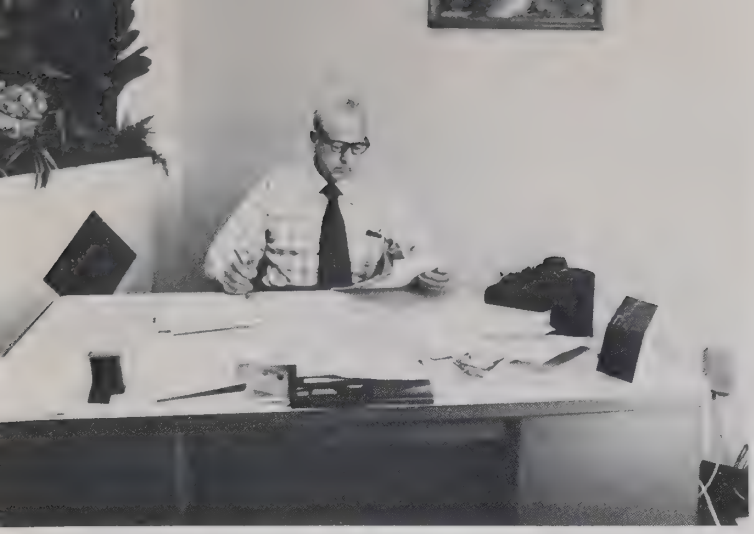
Tiedeman inadvertently left behind, neatly enclosed in a buckskin bag, part of his prized collection — a series of old, gold coins.

Although their collectors' value remains undisclosed, the set was of obvious worth in face value alone.

After a telephone call to District Dispatcher Inge Dietrich, Tiedeman learned the coins were safely waiting to be claimed in Lost and Found.

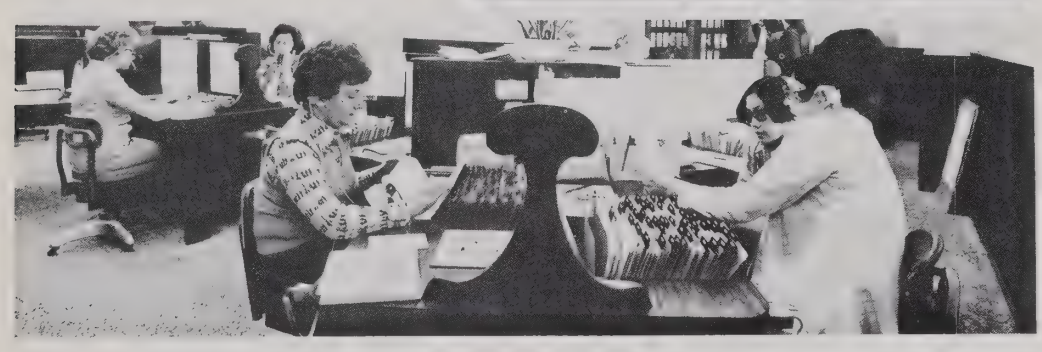
"Mr. A. C. Wisniewski is well known and liked by all of us 'C' line riders. I am particulary grateful for his having turned in my lost items and would appreciate your so advising him," Tiedeman wrote.

Enclosed in that letter was a check for $25 for Miss Dietrich and a $100 check which went to Wisniewski.



'Spacious' Describes Emeryville Facelift

PROPOSED routing is studied, at top, by Charter Department Manager Russ Beninger in his new environment established with the building of this new office. At right, remodeled Central Dispatch office provides pleasant environment for Supervisor Howard Dupuis at his typewriter and Dispatcher Bill Schmid as they carry out duties. Below, expanded PBX/Information Center provides less crowded working conditions. Carpet on the floor, plus acoustical tile, absorbs sound.



A change is as good as a vacation, they say.

And the change for the better at AC Transit's Emeryville Division has created a cheery atmosphere among employees.

Old offices located at Division 2 have been remodeled producing more spacious accommodations for workers and visitors.

AC Transit received approval from the Urban Mass Transportation Administration (UMTA) in April to proceed with upgrading the Emeryville offices, which included redesign of floor space use, building of new offices, redecorating and expanding of the PBX/Information center.

The majority of the work was completed the end of October.

Cost of the project was totally funded from State and Federal monies.

WISH looks inquisitively at the camera while Sherri Gabrielson, Wish's owner, has her photo taken for the Bay Region Transit Discount identification card. The center will take to the road next month in efforts to reach outlying patrons.

Discount Center photo equipment Traveling to outlying communities

The District's Bay Region Transit Discount center for senior citizens and handicapped persons will "go on the road" in December.

The center, which has issued discount identification cards for residents over 65 and handicapped since opening in June at the Latham Square Building in Oakland, will be closed on Mondays and Wednesdays in order to "take the mountain to Mohammed."

The traveling center will be scheduled on those days in different locations in suburban Alameda and Contra Costa counties where senior citizens and handicapped may obtain discount identification cards.

The center will continue to be open in downtown Oakland headquarters on Tuesdays, Thursdays and Fridays from 8:30 a.m. to 5 p.m.

Handicapped persons must phone ahead to receive written material and an appointment.

Senior citizens can have a photograph taken and card issued after presenting proof of age without previous appointment.

Drivers set New safety record

Division 6 drivers in southern and eastern Alameda County set an all-time record in terms of miles driven per accident during October.

In addition, Emeryville Division has now tied Division 4 drivers at Seminary with 17 consecutive months of reaching the safe-driving goal.

With a goal of 13,250 miles per chargeable accident, Division 6 drivers achieved a whopping 77,633 while Emeryville scored 15,453.

The District wide average for the month of October was 15,453 miles driven per accident.

Predecessor trains Retired again — In Argentina

Trains once owned by AC Transit's predecessor — the old Key System — made a second retirement last year when they were taken out of commission by the General Urquiza Railway in Argentina.

Quite a lifespan, one might say.

Not only did they see service for many years on the Bay Bridge but went on to offer many more years of service to the urbane residents of Buenos Aires.

Key System stopped operating trains across the Bay Bridge on April 20, 1958, switching over to a bus operation. After storage in Richmond until 1961, some 28 of these articulated cars were sold to the Argentine railway.

The Urquiza Railway modified the ex-Bridge trains for left hand operation since the line had been built with British capital and followed that tradition.

Except for trackage in the shop areas, most of the Urquiza operation ran with the energized third rail, as did operations on the Bay Bridge.

The large metal pantograph, which reached up to the electric wire and is remembered by many an East Bay resident, was removed from the cards and a small trolley pole was installed for shunting around the yard.

HIGHER door platforms on Unit 3358 are noticeable. They were necessitated by Argentine equipment differing from that in the Bay Area. Platform level is similar to BART's.

Movable sashes were installed in the large windows so that the passengers could receive some relief from the warm, humid air of Buenos Aires.

Those diplomats from the Bay Area continued to serve the *Portenos*, as the Argentines call residents of Buenos Aires, until late in 1974. New red and yellow cars were arriving from an equipment builder in Japan; these were the replacements for the aging ex-Bay area electrics.

The time had run out, and the last former Key System trains were withdrawn from Argetine service on November 20, 1974.

(Photographs and research material were provided by Fresno transit historian James H. Harrison.)

THE two ex-Key Systems trains flank another former California car which at one time operated out of Los Angeles on the Pacific Electric Railway. Unit 3356 is still painted in the orange, green and beige which was last used by Key System Transit Lines.

STEADYING HANDS of George Silva assist Brookfield Village Elementary School youngsters as he instructs them on how to ride the bus easily and safely. Silva's visit is part of an on-going program for students throughout AC Transit's service area.

First site in 28 years

New Division site opens this month

The first completely new bus division site to be built since 1947 was set to open late this month, permitting more efficient dispatch of buses in Fremont/Newark, south Hayward and Amador Valley areas.

To accommodate Division 6, Southern Alameda County's transit center will first unfurl the U.S. flag Nov. 23, unbolting its doors for employee Open House ceremonies.

Buses will roll from the new Newark Division the following day on South County schedules.

Considerable work was involved in turning an empty warehouse into a working bus yard.

Offices were refurbished completely. Gilley rooms for Maintenance personnel and drivers were constructed. The building was painted inside and out.

A 12,000 gallon fuel tank and 500 gallon oil tank were installed; a complete fuel island was built.

Maintenance pits were installed, a vault house was constructed.

Grading, paving and fencing were to be finished by Open House day when employees and friends visit.

The most recent division installations occurred on Sept. 1, 1947 when Richmond and Seminary opened on the same day.

Two pensioners die

Retired driver *David Garfinkle*, 83, died Oct. 15 after a career which spanned 46 years.

Garfinkle was employed by the District's predecessor company July 16, 1917 and retired Jan. 1, 1963. He is survived by his widow, Bertha M. Garfinkle, of Oakland.

Charles F. Zelhart, 96, enjoyed more than 25 years retirement before meeting death Nov. 2.

A former railroad operator, Zelhart, of Seattle, was hired May 5, 1910 and worked to Dec. 16, 1948.

He is survived by a nephew, Andrew J. Blaney.

September ridership report

During September, 4,836,021 passenger trips were made on AC Transit.

Ridership on East Bay lines amounted to 3,692,975, up 729,150 or 24.6 percent from the 2,963,825 carried in September, 1974. On transbay lines, 984,188 passenger trips were made, down 10.1 percent or 110,953 from the 1,095,141 passengers carried one year ago. Passenger trips made in Fremont/Newark numbered 64,707; some 65,340 on suburban service to BART stations and 26,718 on contract service in Concord. Comparable figures for 1974 are not available since service on these lines began less than a year ago.

Fare box revenue for the month of September, 1975 was $1,262,268, up $56,718 or 4.7 percent from the $1,205,550 collected one year ago.

Total operating expense was $3,767,721 while operating income was $1,527,288. Total income, including subsidies from property taxes, sales taxes and Federal aid, which amounted to $4,190,057, were sufficient to cover operating deficit and full bond debt requirements.

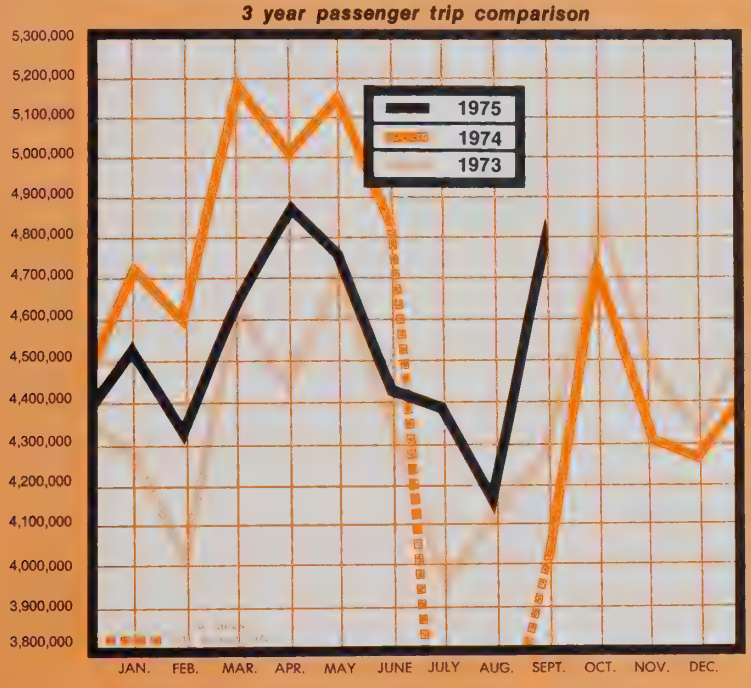
The system operated 2,408,026 miles of service during September, up 8.4 percent or 186,744 from the 2,221,282 miles operated in September, 1974.

On East Bay lines, 1,371,733 miles of service were operated, up 16,104 or 1.2 percent from the 1,355,629 miles of a year ago.

On transbay lines, 773,441 miles were driven, down 8.6 percent or 73,019 miles from the 846,460 miles of service operated in September, 1974.

For the month of September, 76,178 miles were driven in Fremont/Newark; 151,993 miles on BART contract service and 30,546 miles of service were operated in Concord.

Nationally, the transit industry show an increase of 1.03 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting October 22, the Board of Directors:

• Referred all bids for office furniture and equipment to management for evaluation, and recommendations, on motion of Director Nakadegawa.

• Awarded contract for four AC/BART transfer machines to Automatic Parking Devices, Inc., subject to compliance with specifications, on motion of Director Rinehart.

• Authorized morning and afternoon extension of Line 18-Piedmont Pines to Skyline and Park Blvd.; extension of Line E-Claremont via Tunnel Rd. and Caldecott Ln. to Parkwood Apartment complex; extension of Line 7-Arlington Ave. to Moeser Ln.; addition of four midday trips on Line 81B-Washington Manor; extension of Line 78 to serve the perimeter of Parchester Village; inauguration of Sunday service on Line 90/92-Santa Clara St.-Calaroga Ave.; curtailment of the portion of Line L2-El Sobrante that extends during weekday commute hours from El Portal Shopping Center into El Sobrante; diversion of four nighttime trips on Line 15 to serve Merritt College; extension of two trips on Line 64 two blocks to serve Encinal High School and rerouting of Line 29-Newark via Sycamore St.

• Authorized General Manager to purchase four passenger shelters for Emeryville area, dependent upon 100 percent funding by the City of Emeryville, on motion of Director Berk.

* * *

At a regular meeting November 12, the Board of Directors:

• Awarded contracts for office furniture and equipment to lowest responsive bidders, on motion of Director Nakadegawa.

• Authorized General Manager to retire 60 older buses and declare them and all identifiable parts and spare units surplus for sale, on motion of Director Berk.

• Authorized inauguration of subscription bus service in West Winton Hayward Industrial area upon agreement of City of Hayward and participating industries to subsidize up to 40 percent of operating costs, on motion of Director Berk.

• Authorized supplemental service on Line 12-Oakland Army Base from 14th and Broadway to the Oakland Army Base on Dec. 5 through Dec. 8 for visitors to Freedom Train display, on motion of Director Berk.

• Authorized General Manager to repaint two buses to commemorate the Bicentennial, on motion of Director Berk.

• Adopted final system design for Fremont/Newark, on motion of Director Berk. (See story, Pg. 5)

Transit Times

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UNIVERSITY OF CALIFORNIA

AC Transit Salute to U.S. Bicentennial

1776-1976

Our 'Stockholders' Write

The merchants of San Lorenzo Village Shopping Center have directed me to thank *Howard Dupuis* for his efforts and cooperation in placing the two new bus shelters on Hesperian Boulevard.

We have received numerous comments from both the public and our own merchants as to their attractiveness, convenience and comfort.

Please inform those additional responsible for the locations and installation of our appreciation as we feel the shelters have greatly improved our community.

Thomas M. Smith
President
San Lorenzo Village
Merchants Assn.

* * *

I would like to express a sincere thank-you to those drivers I have come in contact with on the AC Transit staff.

I recently moved into the area from the East Coast and believe me it's a breath of fresh air to find courteous, helpful and truly enjoyable service on clean, comfortable buses.

Pat Foster
Oakland

* * *

Recently, to my horror, I discovered that I had stepped off the 'F' bus without my purse.

I immediately called your Lost and Found division and the woman there was most helpful. My purse was not located immediately, but when, at the suggestion of the woman, I called at 8 p.m., the dispatcher told me my purse had been found intact and urged me to come in immediately, which I did.

Everyone in your company was most helpful and kind including, I'm sure, the bus driver whose identity I do not know, and I just want to thank everyone for being so nice.

Rene Szafir Mandel
Albany

* * *

Thank you *George Silva* for teaching our class the right way to ride a bus. The children really enjoyed the demonstration and learned something too!! We discussed it later and I was surprised at how much they remembered.

The following week we took a field trip to Sulphur Creek Park in Hayward and they boarded, rode and got off the bus correctly.

I think we can safely say your program was a great success. Thanks again for your time and instruction.

Sally Peterson
Brookfield School
Oakland

* * *

I want to thank your driver, *A. H. Weir*, who was on the 42 line in Alameda today.

He was most helpful in suggesting a route to San Francisco which was better than the line I planned to take, as to timing. This is appreciated.

William A. Kaye
San Francisco

EVEN a heavy morning fog couldn't dampen spirits on Opening Day for Pleasant Hill as city officials James See and Jerry Bevers dance to mellow sounds of Pleasant Hill High School Jazz Band.

Officials laud Pleasant Hill inauguration

Pleasant Hill ushered in a new era of public transit this month as District service began to the accompaniment of two bands, a decorated coach caravan and the enthusiasm of morning-long welcoming festivities.

City officials and guests boarded the bus cavalcade Dec. 8, making a swing over partial routing with stops along the way for Opening Day speeches and greetings.

Pleasant Hill High School Jazz Band played, prompting a fast jitterbug by James See, Director of Public Works and Jerry Bevers, Personnel assistant.

And even a heavy morning fog, couldn't dampen the crowd's spirit as the strains of Diablo Valley College's Symphonic Band warmed the day's enthusiasm.

Mayor Leonard Grote emphasized benefit to all facets of community life provided by the new bus system — a system designed to meet varying needs of commuters and midday patrons.

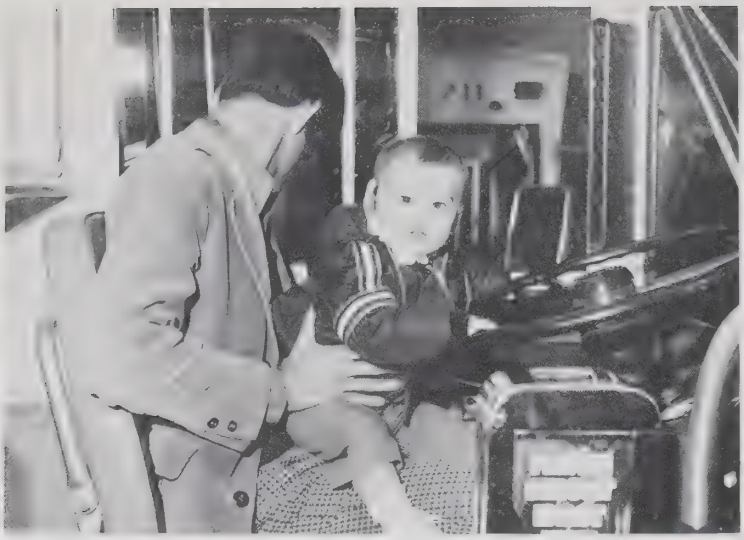
His comments were echoed by AC Transit Board President Kimi Fujii who pointed to the flexibility of bus routing and growth potential for suburban system patterns.

Later, civic leaders were hosted at an informal reception and buffet at Pleasant Hill's Senior Center where guests mingled with 300 patrons who had come to be photographed for their Bay Region Transit Discount card.

The District this month began transporting the issuance service to handicapped and senior citizen patrons in outlying communities, taking photographic equipment to locations in different cities on Mondays and Wednesdays.

TRAVELING Safety Trophy may stay with Division 6 drivers for some time since they bettered their October record of 77,633 miles driven per accident, raising it in November to 95,790. District safety goal is 13,250 miles.

House Warming Draws Crowd



TRAINEE DRIVER—David Rosenberg, 1, tests his skill at the wheel of a new bus acquired for extension service from suburban areas to BART stations. The bus, along with other AC Transit coaches, was available for inspection. Assisting David is his father, Lawrence, District Secretary.

CAKE CUTTERS—Division 6 Maintenance Superintendent Joe M. Galindo and Superintendent L. L. McDonald sliced up portions of the cake.

CROWD PLEASER—As people gathered inside the building above to enjoy coffee and cake, Zack Johnson, left, found a quiet place to contemplate the situation.

Division 6 opening testi

It was an historical event — the opening of a new Division 6 at Newark on Nov. 24.

For the first time since 1947 a new public transit yard in the East Bay was opened by AC Transit (or its predecessor company Key System Transit Lines).

It was a reminder of when Newark was last a transportation hub around the turn of the century.

The return to the small community in Southern Alameda

FIRST RIDER—Herman M. Ramos of Dublin is greeted by Driver Donald E. Figas at right as Ramos boards a Line U coach as the first passenger to ride on a bus operating out of the new yard for Division 6. Figas rolled his coach out of the yard at 4:21 a.m., Monday, November 24. Below, the first bus scheduled for preventative maintenance inspection in the new division yard is Coach 803, which awaits a clean bill of health before starting into service.

New site's Precision First day

es to District expansion

County of a major transit facility brought back memories of such names as South Pacific Coast Railroad and Carter Brothers, both famous historical railroad names. Carter Brothers built horse cars, cable cars, electric street cars and railroad cars in Newark; and South Pacific Coast Railroad had its main shops in the area.

Some 250 persons informally gathered for cake and refreshments at the Open House Nov. 23.

CHECKING IN—The first two drivers to stamp their time cards at the Newark yard in the early morning hours were Patrick B. Bohanon, left, and Donald E. Figas.

Hot and cold

SANTA, played for the 40th year by Richmond Superintendent Nick Alevizos, gets a hot and cold reaction from two youngsters. Left, he gets a frown from a boy in Oakland Nov. 28 and the next day in Fremont, an affectionate whisker tug from a smiling blond. Assisting Santa with one youngster was Francine Wilbur. The Santa Express bus made stops from Richmond to Fremont.

Manufacturers see Delayed delivery

Start of mini-route and Dial-A-Ride service in Fremont and Newark may be delayed because bus manufacturers are demanding more time to turn out the small coaches desired for neighborhood operation.

Three manufacturers have indicated interest in bidding on the 23 small buses, but all want more time, John A. Krajcar, manager of purchases and stores, told Board members Dec. 10.

Transcoach, which produced a prototype bus for testing in Fremont and Newark, now is asking for a minimum of 180 days for delivery, as are other manufacturers, Krajcar said. Specifications call for 120 days for delivery.

Minibus has advised the District it will protest to the Urban Mass Transportation Administration because the company needs 240 days to complete delivery, Krajcar added.

Minibus also indicated it would protest the bid requirement to furnish and demonstrate a prototype bus of the type specified before bid opening. Highway Products has indicated an interest in bidding, but needs 180 days for delivery.

The District is scheduled to open bids on the small bus Dec. 23. The property has 30 days to award the contract.

Start of zonal service in Fremont/Newark is tied to delivery of small coaches.

THE COVER — Star-spangled blue and red stripes on white buses are carrying AC Transit's bicentennial message. Two coaches were painted by the Maintenance Department with the legend: "Alameda and Contra Costa Counties salute USA '76" to illustrate participation in the nation's 200th birthday party. The buses will operate on different lines in the two counties during 1976.

ANNA WONG presents fortune cookies to Transportation Manager J.D. Goodman in appreciation for District drivers' service, adding she wishes "good fortune" to all operators.

Passenger Trips	October, 1975	October, 1974	% Change
East Bay	3,931,373	3,599,905	9.2
Transbay	1,103,869	1,126,823	-2.0
Fremont/Newark*	74,060	—	—
Contract Service to BART**	72,158	—	—
Contract Service Concord***	36,426	—	—
Total	5,217,886	4,749,958	9.9
Fare Box Revenue			
East Bay	$ 748,401	$ 711,172	5.2
Transbay	564,836	582,379	-3.0
Fremont/Newark*	14,165	—	—
Contract Service to BART**	25,634	—	—
Contract Service Concord***	5,648	—	—
Total	$1,358,684	$1,299,279	4.6
Service Miles			
East Bay	1,472,196	1,473,454	-.1
Transbay	837,884	911,845	-8.1
Fremont/Newark*	82,338	—	—
Contract Service to BART**	162,139	—	—
Contract Service Concord***	40,978	—	—
Total	2,595,537	2,427,589	6.9

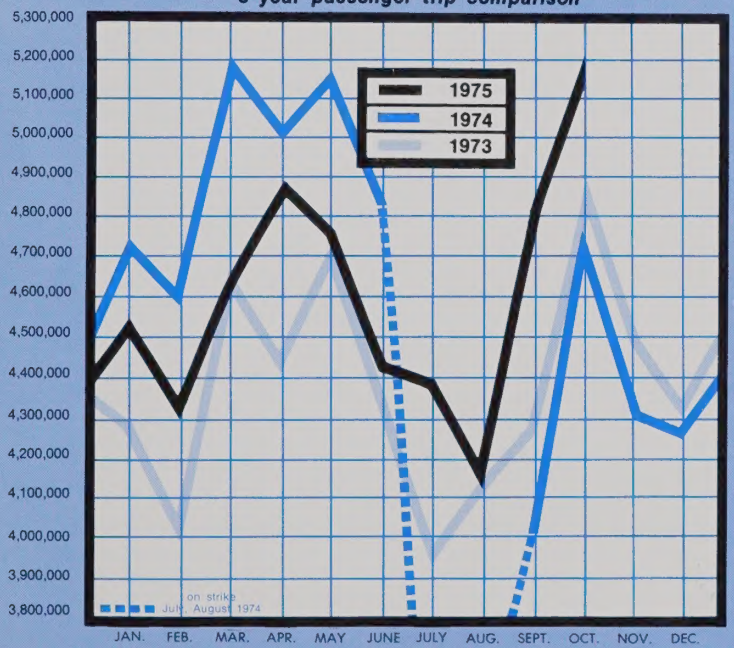
* Fremont service inaugurated Nov. 12, 1974
Newark service inaugurated Dec. 16, 1974
** Contract service to BART inaugurated Dec. 2, 1974
*** Contract service in Concord inaugurated Sept. 8, 1975

October Financial Report

Total operating expense for October was $3,678,739 while operating income was $1,665,847. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,286,831 and was sufficient to cover operating deficit and full bond debt requirements.

Nationally, the transit industry showed an increase of 0.92 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting November 25, the Board of Directors:

- Authorized participation in 16th Urban Mass Transportation Management Seminar, on motion of Director Rinehart.
- Awarded contracts for office machines and equipment to lowest responsive bidders, with exception of one item, conditioned on UMTA approval, on motion of Director Nakadegawa.

* * *

At a regular meeting December 10, the Board of Directors:

- Awarded contract for 75 passenger shelters, to Cadillac Plastics, subject to compliance with specifications, on motion of Director Rinehart.
- Adopted resolution authorizing the General Manager to file an application for operating assistance under the Urban Mass Transportation Act of 1964, as amended, on motion of Director Bettencourt.
- Set January 28, 1976, 4 p.m., for public hearing on application for federal operating assistance, on motion of Director Rinehart.
- Authorized General Manager to lease 11 surplus buses for use at San Francisco Airport for approximate period of four months, on motion of Director Nakadegawa.

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Death takes employee, pensioner

Edward Chambers, 55, died Nov. 25 after an illness.

He joined AC Transit on April 19, 1966 and served as assistant to supervisor of schedules.

Chambers, of Palo Alto, is survived by his widow, Betty; a daughter, Susan; two step-sons, Robert and James Kellett and a step-daughter, Susan Kellett.

Former mechanic *Joseph Giuffre*, 83, died peacefully Dec. 7.

He began his carrer with the District's predecessor company on July 26, 1927 and worked until Feb. 1, 1958.

Giuffre, of Oakland, is survived by two sons, Howard and Alfred.

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